# 2003 C/K TRUCK MID CYCLE ENHANCEMENT

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## BODY BUILDERS INSTRUCTIONS

The Incomplete Vehicle Document (IVD) is supplied with each incomplete vehicle, and provides information that should be used by intermediate and final stage manufacturers in determining conformity to applicable Federal Motor Vehicle Safety Standards (FMVSS). The IVD also includes information which must be followed in order to ensure that Environmental Protection Agency (EPA) and California emissions certification requirements and NHTSA Fuel Regulations are met.

This Body Builders Book contains information that may be used in addition to the IVD for any manufacturer making alterations to a GM complete/incomplete vehicle. No alteration should be made to the incomplete vehicle which either directly or indirectly results in any component, assembly or system being in nonconformance with any applicable Federal Motor Vehicle Safety Standard or Emission Regulation. Intermediate and final stage manufacturers should be familiar with all Federal Motor Vehicle Safety Standards and Emission Regulations and aware of their specific responsibilities as manufacturers.

For further assistance contact Upfitter Integration at: 1 (800) 875-4742, or go to our Web site at “**http://www.gmupfitter.com**.”

## Section 0 — General Instructions

Check for proper clearance between body members and chassis components which may in anyway affect the reliability and performance of the vehicle by developing abrasion and wear points from moving parts or degradation from extreme environment or thermal exposure or may increase interior noise.

Check headlamp aim and all vehicle illumination systems for proper operation when the vehicle has been completed. Re-aim head lamps when necessary. Check for proper operation of windshield washer, wipers and defroster system.

Extreme care must be taken when working on vehicles equipped with Engine Control Module (ECM), Powertrain Control Module (PCM), Transmission Control Module (TCM), Vehicle Control Module (VCM) or any electronic unit associated with an inflatable restraint system. (See Owner’s Manual).

If arc-welding is employed on the chassis, precautions must be taken to protect all vehicle components, especially brake and fuel lines, fuel tank assembly, electrical wiring and ECM/PCM/TCM or VCM. To avoid electronic component damage, disconnect battery (batteries); disconnect the negative cable first, followed by the positive. To reconnect cables; connect the positive first, then the negative.

When welding components to the frame assembly, remove the wax coating in the area of the weld in order to obtain secure welds. After completion of the weld, a compatible corrosion protection should be applied to the affected weld areas.

***(Section 0 — continued on next page)***

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All labels on the vehicle (any message applied to the vehicle or vehicle component that informs, instructs, or warns) must appear on the completed vehicle so the user can read them easily and without obstruction.

Those installing aftermarket systems should provide information as to where and how to obtain service and replacement parts.

When installing a Power Take-Off (PTO) with hydraulic lines, the following care should be exercised:

- Route and secure all hydraulic lines so that they are not in close proximity to any parts of the exhaust system. Keep all fittings and connections away from the exhaust system. Make sure connections and fittings cannot leak on the exhaust system.
- Exhaust system heat can damage and degrade hydraulic lines and components. Oils and hydraulic fluid coming in contact with a hot exhaust system could result in a fire.

## Section 1 — Body

Accessory items, such as refrigerator, hot water heater, furnace, etc., which operate on liquid propane gas should be located and protected to prevent exposure to any flame.

GM has established automotive refinishing standards for itself as well as its aftermarket retailers. Each division requires the dealer or retailer to use only materials and methods that meet GM standard GM 4901M when repairing, replacing or refinishing vehicles.

Each year, all new paint systems will be tested and evaluated. New or improved products will also be tested. The paint systems that pass this annual testing process will be published in this booklet, and updated annually.

If GM 4901M booklets are needed, call 1-800-269-5100.

Body structures, interior and accessory arrangements must be designed into the vehicle to provide for proper load distribution on both axles and not to exceed any gross axle weight ratings. Lateral load equalization must also be maintained. The resultant Center of Gravity of the unladen vehicle must be within the limits tabulated in the FMVSS 105 section of the Incomplete Vehicle Document.

Body insulation provided by General Motors should not be removed. This includes any thermal or underbody heat shields. This insulation is provided to protect the vehicle body and occupants from excessive heat and/or provide noise attenuation. Any replacement material internal to the occupant compartment must be certified for FMVSS 302 Flammability of Interior Materials. Areas of specific concern, but not limited to are:

- Underbody exhaust, muffler and tail pipe shields and insulators.

*(Section 1 — continued on next page)*

*(Section 1 — continued from previous page)*

- Rear load floor interior insulation.
- Front floor interior insulation.
- Dash mat insulation.
- Engine cowl insulation – interior and exterior.
- Engine cover insulation.
- Hood Insulation

***Conversions***

A minimum of 10° departure angle should be maintained if frame and/or body is extended.

Selected trim components above the belt line have energy absorbing foam added behind the trim (headliners, A, B and C garnish moldings), to comply with MVSS 201. Any modification could affect compliance.

If body builder installs seating other than that supplied with vehicle, it is the body builder's responsibility to ensure that the seating and restraint systems comply with FMVSS requirements. The restraint systems supplied with the vehicle were designed to accommodate the seating reference points and seat travel of the original equipment seats only.

***Air Conditioning***

For additional information refer to ***Engine - Section 6.***

**NOTE:** Air conditioning systems using R-134A refrigerant are equipped with metric fittings to prevent interchange with R-12 refrigerant components. Do not interchange R-134A components, refrigerant oil or service equipment with R-12 components, refrigerant oil or service equipment.

***Rear Air Conditioning***

This unit may be equipped with A/C quick-connect fittings (Option YF7) on the liquid tube (high pressure) and the suction (low pressure) return tube. These fittings are designed to accept matching Aeroquip connecting fittings attached to pre-charged lines. This allows a one time only connection to the O.E.M. charged A/C system without having to discharge, evacuate and recharge for the connection of a rear A/C system.

*(Section 1 — continued on next page)*

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A modification to the A/C system which causes the A/C plumbing lines to increase in length (such as the addition of a rear after-market evaporator and blower assembly) will necessitate the following changes:

- Lubrication – PAG refrigerant oil must be added to rear system to provide lubrication for compressor. Refer to Service Manual for specifications.
- Refrigerant – Add R-134A refrigerant to system based on sizing of new tubes, hoses and evaporator. Contact your A/C supplier for recommended charge.
- Label – Revise/modify GM charge label (located on top of front evaporator or A/C bottle) from factory recommended charge for a front system only to body builder’s new recommended dual system per SAE J639. This is important for servicing the A/C system so that the technician knows the correct amount to add to the modified system.

## Section 2 — Frame

Hole drilling, welding, modifications, or alterations to the frame assembly are the responsibility of persons performing these operations. These same individuals assume complete responsibility for frame assembly, reliability, performance after alterations and compliance to applicable FMVSS requirements.

The following procedures and specific precautionary instructions are recommended for proper installation of special bodies and/or equipment on GM frames. Failure to follow these recommendations could result in serious damage to the basic vehicle.

### *Flanges*

Do not drill holes in frame flanges.

### *Holes*

Holes to mount brackets, supports, and out-riggers must be drilled in the vertical side rail web with the following restrictions:

- Material between edge of hole and inside of upper or lower flange must not be less than 37 mm (1.50 in.) for HSLA (40,000 PSI yield).
- The minimum edge distance between any two (2) holes must be larger than twice the diameter of the larger hole.
- No holes should exceed 20 mm (0.75 in.) in diameter.
- All holes should be drilled in the frame using appropriate drilling practice and safety precautions.

*(Section 2 — continued on next page)*

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### *Welding*

**CAUTION:** Fuel tank and fuel lines must be drained and all vapors purged to ensure non-combustible mixture before any welding, brazing or soldering.

When welding high-strength, low-allow (HSLA 40,000 PSI yield strength) side rails or crossmembers and brackets (32,000 or 36,000 PSI yield strength), emphasis is placed upon weld application techniques to avoid stress risers that may adversely affect frame operating stresses.

When welding is performed anywhere on the vehicle, precautionary measures should be taken to prevent damage to electrical system wiring or components. Prior to any welding, parts or components which could be damaged by excessive temperatures must be removed or adequately shielded; the battery cables should be disconnected at the battery. Also prior to welding, the area to be welded and surrounding area must be cleaned of all frame protective coating. After welding, when parts are cool, carefully inspect wiring and electrical components for shorts or other damage which could draw excessive currents and possibly cause an electrical system short when the battery is reconnected. Apply protective coating to areas where coating was removed.

### *Alterations*

If the wheelbase is modified the alterer must take responsibility for compliance with affected FMVSS and for warranty on items such as driveshafts, universal joints, center bearings and rear transmission tailshaft, transfercase and transmission case fractures, output shaft bushings, bearings, brakes, fuel systems and any other related component failures. Additionally, the customer must be alerted in the modifier's owner's manual that parts for the reworked area are not available through the General Motors service parts system.

### *Shear Plate Attachments*

Attachments of shear plates should be accomplished by using existing manufacturing holes already available in the frame side rails. Manufacturing holes, normally 25 mm in diameter, are consistently placed along the frame side member in the center of the web on each frame.

When additional holes are required for shear plate attachment, they should be no larger than 19 mm (0.75 in.) in diameter. Holes are to be drilled no closer than 63.5 mm (2.5 in.) apart. For holes drilled forward of the rear axle, centers are to be no closer than 63.5 mm (2.5 in.) from the top or bottom flanges and no closer than 89 mm (3.5 in.) from any suspension attachments. For frame holes drilled rearward of the rear axle, hole centers are to be no closer than 51 mm (2.0 in.) from the top or bottom flange and no closer than 89 mm (3.5 in.) from suspension attachments.

No additional holes or notching of either top or bottom frame flanges is allowed.

## *Section 3 — Front Suspension*

Since there is a large variation in completed vehicle front weight due to differences in body weight and equipment, the front suspension alignment must be checked and reset if necessary after the vehicle is completed. Caster and camber should be set with reference to the "A" dimensions.

See Truck Service Manual for complete alignment procedure, specifications and measurement of the "A" dimension under "Diagnosis and Front Alignment" section.

C/K Models are designed such that camber and caster do not need adjustment unless severe road impact or accident deformation occurs. Toe should be reset after the vehicle is completed and while at normal operating load with trim height as specified (K-Model).

## *Section 4 — Rear Suspension*

Clearance to body should be provided for the suspension, axle, driveshaft and tires under the following conditions: (1) Axle in full jounce against the metal-to-metal stop, (2) Axle at 4.5° roll with one side of axle in full jounce at the metal-to-metal stop and (3) Axle at design position. Allowance for the tire chain clearance shown on a maximum grown tire must allow for 42.2 mm (1.66 in.) clearance to the sides of the tire and 63.5 mm (2.5 in.) to the top of the tire. Be sure sufficient clearance is provided for suspension, axle and tire and wheel in full vertical travel (up and down).

**NOTE:** Notification to the consumer may be required in certain states if tire chains cannot be used.

Pipes, wiring, conduits and any other related components must not be placed where they cross the path of motion of the rear axle, driveshaft, axle brake pipes, hoses, spring or tires. Such crossing could result in rupture, wear-through, or separation due to normal axle motion.

See chassis data information for additional clearances and for assistance in calculating trim heights.

## *Section 5 — Brakes*

See Truck Service Manual for brake specifications.

Due to the critical nature of brake systems, anyone making modifications or alterations must assume complete responsibility for system reliability, performance and certification to FMVSS 105 or FMVSS 121.

***(Section 5 — continued on next page)***

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It is mandatory that no change be made to the brake main cylinder location, brake pedal push rod length or pedal position. Ensure that the hydraulic brake system is free of air and hydraulic leaks. Bleed brakes if required, following procedures as outlined in truck chassis service manual. Ensure that the vacuum booster system or hydraulic brake booster system is functional and free of leaks.

Check master cylinder fluid level and fill as necessary. (Refer to Owner's Manual).

Check power steering fluid level for models equipped with hydroboost brake. (Refer to Owner's Manual).

Added floor covering or carpeting must not restrict service or parking brake pedal travel from released position to full pedal travel.

No body part or chassis-mounted component may be located within 2.0 in. of brake hose routing in all wheel and axle positions. All exhaust system components must also have a minimum of 2.0 in. clearance to brake hoses in closest positions. (Be sure to account for brake hose travel with suspension.)

Body builder is to verify that the brake warning switch is operative. The brake warning switch on models equipped with vacuum-hydraulic brakes is located on the master cylinder. This includes both the brake system fluid level and parking brake actuator switch.

## Section 6 — Engine

For additional information refer to ***Body - Section 1.***

Air conditioning and auxiliary belt-driven equipment installation recommendations:

No alterations or additions to the accessory drive belt system will be warranted on serpentine belt systems.

The serpentine belt type of drive is designed as a total system, incorporating a single poly-V belt and an automatic tensioner. In this type of system, degrees of pulley wrap, belt tension, and pulley alignment are very critical factors. Modification is not recommended.

In some single belt serpentine systems, belt tension is determined by the automatic tensioner and its position relative to the belt. No adjustment required.

Due to the critical nature of the accelerator system, anyone making modifications or alterations assumes complete responsibility for system reliability, performance and compliance to FMVSS 124. Caution must be exercised so that the accelerator cable is properly routed. Specifications are as follows:

- Route cable to maximize all bend radii. In no case should bend radii be less than 3 in. (76 mm).

***(Section 6 — continued on next page)***

*(Section 6 — continued from previous page)*

- Minimum distance from exhaust manifold to be 6.0 in. (150 mm), unless a heat shield is provided.
- Do not use accelerator cable or clips to route wires, harnesses or other cables. Cable sheath must be clipped so as not to pinch inner cable. Cable must not be loose in clip allowing sheath to move when accelerator pedal is applied and released.
- Cable must not be subjected to kinking or routing across any sharp edges.
- Cable routing must be perpendicular to the surface of the front-of-dash at the dash fitting. No objects or routings should force cable to have a bend at the dash fitting. Flexible components (hoses, wires, conduits, etc.) must not be routed within 2.0 in. (50 mm) of moving parts or accelerator linkage unless routing is positively controlled.
- Caution must be taken so that the accelerator pedal remains properly located. Guidelines for accelerator pedal locations are as follows:
  1) Ensure that the accelerator can freely operate from idle to wide-open throttle position and return. Make sure that the pedal will not hang up on any nearby items such as carpets, floor, screws, wiring harnesses, etc. Engine cover should have at least one inch (25 mm) clearance to side of accelerator pedal with the carpet mat installed.
  2) Accelerator to brake pedal relationship has been designed to provide minimum driver movement and should not be altered in any way.

Gasoline engine induction and/or ignition system is certified in compliance with the Federal Vehicle Emission Standards. Any alterations to the systems or components could void compliance and render the vehicle illegal. System includes:

- Fuel system – throttle body injector (TBI) or central port injector (CPI) and associated tubes, hoses and pipes, air cleaner, outside air hose and spacer heat stove and heat stove pipe, fuel pump and inlet manifold, fuel vapor canister.
- Exhaust system.
- Ignition system distributor and initial spark timing setting, spark plugs, spark plug wires.
- Crankcase ventilation system.

Diesel engine induction and injector pump system is certified to be in compliance with the Federal Vehicle Emission Standards and/or Noise Standards. Any alterations to the system or components could void compliance and render the vehicle illegal. System includes:

- Fuel system – Injection pump, injector lines and injectors, fuel return hoses and pipes, air cleaner, outside air hose, fuel pump, fuel filter, fuel heater assembly and intake manifold.
- Exhaust system.

*(Section 6 — continued on next page)*

*(Section 6 — continued from previous page)*

- Crankcase pressure regulation system.
- Charge air cooler system.
- External engine components, such as air cleaner, crankcase pressure regulator valve, alternator, injection pipes, fuel return hoses from injectors, exhaust manifolds, oil fill pipe, etc., must be provided with sufficient clearance for engine roll and torque.
- When a vehicle is equipped with a electronic fuel injection (EFI) engine, it has an engine control module ECM/PCM/TCM or VCM. This ECM/PCM/TCM or VCM must be maintained at a temperature below 185°F at all times. This is most essential if the vehicle is put through a paint baking process. The ECM/PCM/TCM or VCM will become inoperative if its temperature exceeds 185°F. Therefore, it is recommended that temporary insulation be placed around the ECM/PCM/TCM or VCM during the time the vehicle is in a paint oven or undergoing another high temperature process.

## Section 7 — Transmission

Light duty models equipped with manual transmission have a clutch-operated start safety switch. Starter should operate whenever the ignition is turned to start and the clutch is fully depressed. Readjust if necessary as outlined in the Truck Service Manual.

Models equipped with automatic transmissions have a steering column mounted neutral/park start safety mechanical lockout feature, which interfaces with the steering column ignition switch. Starter should operate only when gearshift lever is in neutral or park position. Readjust the shift linkage if necessary as outlined in the Truck Service Manual.

Power Take-Off (PTO) systems refer to ***General - Section 0.***

- The NV4500 manual 5-speed heavy-duty overdrive transmission (RPO MW3) requires the use of special synthetic lubricant to reduce transmission internal operating temperatures. The lubricant is installed in all NV4500 transmissions at the factory.
- In instances where it is necessary to drain and refill or add fluid to the transmission, such as when installing PTO, DO NOT substitute any other lubricant. Installation of other lubricants may result in internal transmission damage.
- Castrol Syntroq GL4 is the only synthetic lubricant currently approved for use in the NV4500. This product can be secured through your local GM dealer under GM part number 12346190 per quart.
- Transmission lubricant capacity is 8.5 pints.

Models equipped with manual transmission use a hydraulic clutch actuator. Check fluid level as outlined in the vehicle owner's manual.

*(Section 7 — continued on next page)*

*(Section 7 — continued from previous page)*

It is mandatory that no change be made to the clutch master cylinder location, clutch master or slave cylinder push rod length, or pedal position.

## POWERTRAIN SPECIFICATIONS AND LINE-UP CHARTS

### SPECIFICATIONS — AUTOMATIC TRANSMISSIONS

| | | 4-SPEED | 5-SPEED |
|---|---|---|---|
| RPO | | MT1 | M74 |
| MAKE | | 4L80E | ALLISON |
| CASE MATERIAL | | ALUMINUM | ALUMINUM |
| TORQUE RATING (LB.-FT.) | | 440 | 450 |
| RATIO (:1) | 1st Gear | 2.48 | 3.10 |
| | 2nd Gear | 1.48 | 1.81 |
| | 3rd Gear | 1.00 | 1.41 |
| | 4th Gear | 0.75 | 1.00 |
| | 5th Gear | N/A | 0.71 |
| | Reverse | 2.08 | 4.49 |
| OUTPUT SHAFT SPLINE # OF TEETH | | 32 | 34 |
| PITCH DIAMETER | | 33.87 mm | 43.18 mm |
| TORQUE CONVERTER CLUTCH | | YES | YES |
| SIZE | | 310 mm | 310 mm |
| "K" FACTOR | | 6.0L = 117 | 8.1L = 114 6.6L = 107 |
| STALL TORQUE RATIO | | 6.0L = 2.3 | 8.1L = 2.05 6.6L = 2.0 |
| PTO OPENING | | NONE | YES |

Two automatic transmissions are used in 25HD/35/36 C/K series trucks:

MT1/4L80-E: Used on all 9,200 LB GVWR
M74/ALLISON: Used on all 11,400 LB and 12,000 LB GVWR

### AUTOMATIC TRANSMISSION/ENGINE AVAILABILITY MATRIX

| ENGINE / TRANSMISSION | MT1 | M74 |
|---|---|---|
| 6.0L GEN III | BASE | N/A |
| 8.1L | N/A | BASE |
| 6.6L DIESEL | N/A | BASE |

*(Section 7 — continued on next page)*

*(Section 7 — continued from previous page)*

**SPECIFICATIONS — MANUAL TRANSMISSIONS**

| | | 5-SPEED | 6-SPEED |
|---|---|---|---|
| RPO | | MW3 | ML6 |
| CASE MATERIAL | | CAST IRON | ALUMINUM |
| TORQUE RATING (LB.-FT.) | | 410 | 520 |
| RATIO (:1) | 1st Gear | 5.61 | 5.79 |
| | 2nd Gear | 3.04 | 3.30 |
| | 3rd Gear | 1.67 | 2.10 |
| | 4th Gear | 1.00 | 1.30 |
| | 5th Gear | 0.75 | 1.00 |
| | 6th Gear | N/A | 0.72 |
| | Reverse (Synchronized) | 5.04 | 5.23 |
| SHAFTS CENTER DISTANCE | | 109 mm | 105 mm |
| CLUTCH PLATE DIAMETER | | 12” (302 mm) | 12” (303 mm) |
| PTO OPENING | | YES – Left or Right | YES – Left or Right |

Two manual transmissions are available in 25HD/35/36 C/K series trucks:

MW3: Available for 9,200 LB GVWR. See specific powertrain charts for details.

ML6: Available for 11,400 LB and 12,000 LB GVWR. See specific powertrain charts for details.

## Section 8 — Fuel and Exhaust

### Fuel Systems

The fuel evaporative emission control equipment is certified to be in compliance with the Federal and California Vehicle Emission Standards. The fuel tank is molded from multilayer plastic and should not be repaired or altered. Metal fuel lines have a surface coating to reduce corrosion on inside and outside surfaces to comply with useful life requirements. All fuel hoses, including plastic lines, are made of a low permeation multi-layer material to comply with enhanced evaporative emission requirements. Any alterations to systems or components including materials, hose lengths and their location, except as described in the fuel fill system modifications section, could void compliance. The system includes:

- Fuel tank, fuel level sender, fuel fill and vent hoses and pipes, emission canisters, fuel feed, fuel return and vapor lines, purge control solenoids, fuel fill cap, canister vent solenoid.

*(Section 8 — continued on next page)*

*(Section 8 — continued from previous page)*

For these reasons, **NO ALTERATION OF THE FUEL SYSTEM IS RECOMMENDED.**

### *Fuel Fill*

It is recommended that when mounting the fuel filler pipe assembly and vent hose that a minimum of 3.0 in. clearance be provided to any body component to prevent contact between hoses and/or mating parts and that retention be provided to ensure routing and prevent failure due to wear and fatigue. Both the fill and vent hoses must be routed (and supported, if needed) such that there are no sags or kinks. As viewed from the filler neck, pipes and hoses must have a downward slope toward the tank. There should be a minimum of 4° of downward slope in the fill and vent pipe at any location. No fuel traps are allowed. Alterations of fuel line routings could affect the ability of the completed vehicle and are, therefore, not desirable. The complete fuel system must comply with FMVSS 301. If additional new hose is required when installing fuel tank filler neck, this hose must be suitable for use with unleaded fuels or diesel fuel respectively and must allow the vehicle to meet enhanced evaporative emissions requirements.

### *Fuel Lines*

Fuel line routing precautions:

- 5 in. minimum clearance to exhaust system is required or a metal shield must be provided.
- Fuel lines should be clipped to chassis to prevent chafing. Metal clips must have rubber or plastic liners.
- Use corrosion resistant steel tubing with short sections of approved hose to connect components. Hose-to-tube connections should be clamped for diesel systems. Steel tube ends should be beaded for hose retention. Fuel supply is pressurized by an in-tank pump for MPFI and SCPI systems. Coupled hose or nylon quick-connects must be used. Clamped hose is not acceptable for MPFI and SCPI systems.

All engines require a fuel return system which returns excess fuel from the injection pump and injector nozzles back to fuel tanks. Care should be taken that these lines are not blocked nor their hoses pinched. The engine may run poorly or stall if these lines are restricted or blocked.

All gasoline engine vehicles are equipped with fuel evaporative emission control equipment which is certified to be in compliance with the Federal or applicable California Vehicle Emission Standards. Alterations to fuel tank and metering unit, lines, canister or canisters, canister filters, canister purge control valves, relay switches, tank auxiliary vent valve, engine speed controller, or other devices/systems are therefore not allowable since vehicle adherence to C.A.R.B. and Federal regulations may be affected.

Diesel powered vehicles incorporate water drain provisions in the fuel system. These valves are only to be opened when siphoning water and contaminants from the fuel system.

*(Section 8 — continued on next page)*

*(Section 8 — continued from previous page)*

Body attachment brackets and u-bolts must be located such that there is adequate clearance to all fuel system components, such as the fuel lines and the fuel level sending unit, under all operating conditions.

***Fuel Tank***

For vehicles with full frames, the tank must have a minimum clearance of 2 in. top, front, rear and sides to body and other supports.

Tank may be pressurized to 1.25 PSI maximum to check for final line leakage or for forcing fuel through the system. Pressures greater than this amount may be detrimental and affect tank durability.

***The use of auxiliary fuel tanks is not recommended.*** If an auxiliary fuel tank is added, the alterer must take responsibility for compliance with affected motor vehicle safety standards. Also, if an auxiliary fuel tank is added to a gasoline-powered vehicle, the fuel must be drawn through a pipe at the top of the tank (balance line between tanks is not permitted).

Gasoline fueled vehicles are equipped with a fuel pump return line. If an auxiliary tank is added, the tank selector valve must include a return port which returns fuel to the tank from which the fuel is being drawn.

In gasoline engines the fuel pump is located in the fuel tank. The battery must be disconnected before starting any work on the fuel system.

***Gaseous Fuel Conversions***

All truck gasoline engines may be converted to use liquified petroleum gas (LPG) or natural gas (NG); GM only approves the conversion of vehicles with option KL5. However, some conversions may cause harmful effects to the engine. Such fuel systems may require assurances from alternate fuel system manufacturers and/or installers that the equipment will not cause damage to the engine or the exhaust system.

In the use of dual fuel systems, the vehicle operator should strictly adhere to the manufacturer's procedures for switching from gasoline to gaseous fuel operation. Improper switching procedures may result in overheating and damage to the exhaust system and the vehicle. The gaseous fuel tank should not be mounted in an enclosed area of the vehicle, such as the passenger compartment, truck, etc., and the system should be vented to the outside of the vehicle. In addition, vehicles converted to gaseous fuels should not be stored in enclosed places such as garages. Further, General Motors cautions purchasers that the design, location and installation of any type of fuel storage system involves significant technical and engineering considerations and that these statements on gaseous fuel conversions should not be interpreted to be an approval by General Motors of any modification to the original equipment fuel system. Conversions to gaseous fuel should be made in conformance with applicable Federal and State regulations. Removal of emission-control components or the addition of gaseous fuel systems, which could damage or reduce the longevity of those components could also cause the mechanical and emission performance warranty to be voided.

***(Section 8 — continued on next page)***

*(Section 8 — continued from previous page)*

### *Exhaust System*

Particular care should be taken to prevent the possibility of exhaust fumes and carbon monoxide exposure to vehicle occupants in units completed by body builders. Holes and openings through the floor and all other parts of the body must be permanently and adequately sealed by the body builder to avoid exhaust intrusion into any occupant area. If it is necessary to change the exhaust outlet location, the exhaust discharge must be unobstructed and directed away from occupant areas. Alteration of the exhaust outlet or its position may increase exhaust noise and render the vehicle illegal in those areas with pass-by noise regulations. All vehicles >10,000 lbs. GVWR come under Federal noise regulations, vehicles ≤10,000 lbs. GVWR are regulated by various state and local regulations of the Environmental Protection Agency; see those regulations for rules, test procedure and noise levels permitted.

Tail pipe outlet location must be tested statically and with the vehicle in motion to ensure that exhaust gases do not penetrate side or rear windows or under body seams and holes. Auxiliary power plants should also be tested under the same conditions. Tail pipe exit ahead of rear wheels is not recommended.

Check for leaks in exhaust systems and repair as required.

Exhaust temperatures can exceed 1600ºF under extreme operating conditions, with pipe surface temperatures slightly less than this. Extreme care must be used when placing body components in the proximity of the exhaust system so as not to exceed the rated temperature limits of the components. Due to variants in underbody configurations of the vehicles, we are not in a position to make recommendations on how to insulate or design components in the proximity of the exhaust system.

Each manufacturer must make temperature checks of critical areas of his vehicle and adjust his design accordingly, or provide shielding to ensure safe operation of his body components.

The same can be said for the engine compartment. Obviously there will be additional heat radiated from the engine. How much is retained in the area will depend on how well this area is ventilated in your individual designs. Here again, temperature checks of interior areas surrounding the engine should be made to determine if your insulation is adequate. This is the same engineering practice we have followed on our complete vehicles incorporating these exhaust systems.

Exhaust system materials are selected and tested to withstand the operating environment of the vehicle. ***Do not modify the exhaust system in any way.*** The tail pipes are made of 409 stainless steel.

Heat shields are mounted to the underbody and/or exhaust system components (catalytic converter and muffler). Shields for the propshaft hanger bearings are also provided in some vehicles.

## Section 9 — Steering

Check power steering fluid level and system operations. (Refer to Owner's Manual).

Steering wheel and horn pad must not be altered or replaced.

The steering column mast jacket must not be altered.

## Section 10 — Tires

Check wheel lug nuts for proper torque; specifications are provided in the Owner's Manual.

Substitution of tires of greater capacity than those offered as original equipment by vehicle manufacturer is not approved for use on original equipment wheels. Any usage of higher capacity tires must be accompanied by higher capacity wheels. However, the wheel offset (the distance from centerline of rim to wheel mounting face) must be the same as the replaced original equipment wheel to ensure proper wheel bearing loading and clearance of tires to body and chassis components. Increasing tire and wheel capacity does not necessarily increase vehicle GVW ratings.

Any substitution of tires may affect Speedometer/Odometer accuracy.

It is recommended that tire chain clearance guideline J683, from the Society of Automotive Engineers, be adhered to in designing rear wheelhouse clearance.

Check tires and inflate to recommended tire pressure according to the tire pressure information provided in Owner's Manual and tire inflation label provided with vehicle.

## Section 12 — Electrical Battery and Battery Cables

The vehicle battery should be located and positioned to make use of the existing battery cables. If the battery requires relocation and longer cables are required, a proportionately larger gauge wire must be used. If, in relocating the battery the negative ground cable is attached to the frame rail, a cable of similar gauge must be provided between the frame rail and the engine. This is required due to the heavy electrical loads imposed by the starting circuit. To ensure proper operation of the battery cables the following chart on length, gauge and materials must be strictly adhered to:

***(Section 12 — continued on next page)***

*(Section 8 — continued from previous page)*

| Combined length of positive and negative | |
|---|---|
| **Cable Gauge** | **Cable in Inches (Copper)** |
| 4 | 66 |
| 2 | 107 |
| 0 | 170 |

The All New C/K is equipped with a Remote Positive (+) Jump Starting terminal which is located behind a red plastic cover near the engine accessory drive bracket. This terminal is intended for jump starting only and should NOT be used by upfitters to obtain battery power. Three fused studs, however, are available on the Underhood Electrical Center and, if available, may be used by upfitters to obtain battery power. If the battery is remotely mounted (other than in the engine compartment), the 'sense' circuit in the generator regulator shall be used. The sense circuit consists of a 7.76 OHM 1/4 watt resistor connected in series between the 'S' terminal of the generator and the B+ terminal of the battery.

### *Auxiliary Battery (Gasoline Engines Only)*

If an auxiliary battery is to be retro-fitted, the electrical schematic for option TP2 is recommended as a guide. This will result in the auxiliary battery being connected to the vehicle load and charging circuit when the ignition switch is 'on' (fuse block terminal "Acc. Ign. Fused"). When the ignition switch is turned off, the interlocking relay is disengaged and the auxiliary battery is disconnected from the vehicle circuit.

Modifications/add-on wiring must be carefully reviewed to ensure compatibility with the base vehicle wiring by reviewing system schematics, wire routing paths, harness connections, etc. Due to the wide range of modifications that may be required for vocational needs, it is not feasible for the O.E.M. to take into account all potential revisions. For this reason, any person modifying existing vehicle wiring must assume responsibility that the revisions have not degraded the electrical system performance. Any add-on wiring must be properly fused and routed to prevent cut, pinch, and chafe problems, as well as avoid exposure to excessive heat. Care must be exercised that existing vehicle interfaces do not have their current load capabilities exceeded and the respective control devices are not overloaded. Added wire size should be at least as large as the wire to which it is attaching in order for fuse protection to be maintained.

A Packard Electric wiring repair kit is available through Kent-Moore (GM P/N 12085264, Kent-Moore P/N J38125-4). This kit contains instructions, tools and components for making repairs to wiring harness components. This kit would also greatly assist in accomplishing necessary add-on wiring, such as body marker lamps, so that system reliability/durability is maintained.

Electrical wiring components can be obtained through your authorized GM dealer. Many Packard Electric components are also available through Pioneer Standard Company (1-800-PACKARD). Pioneer may also be able to assist in making necessary wiring additions by providing custom wiring stubs or jumpers to your specifications.

## Section 13 — Cooling

To provide satisfactory engine cooling, the following conditions must be met:

1. Do not locate any large objects in front of the radiator core or grille, such as batteries, spare tires, lights/sirens, etc. They restrict air flow into the radiator core and influence fan blade stress.
2. Grille opening, size configuration and the external baffles provided should not be altered in any manner. Any reduction in cooling ability may adversely affect engine/transmission performance.
3. Fan clutches not conforming to the original equipment specifications may not operate correctly and may stay “on” continuously, never come on, or cycle on and off excessively. This will result in a reduction of fuel economy, engine overheat at times, and annoying cycling respectively.
4. Heavy duty cooling equipment is required when snow plows, winches, etc., are installed.
5. If a heater unit is not installed in the vehicle or a heater shut-off valve is required, a line connecting the heater connection on the engine to the heater connection on the radiator must be installed. When a shut-off valve is required in the heating system, it must be teed into the system in such a manner as to maintain continuous flow between engine heater connection – radiator heater connection at all times.

Do not install any internal flow restrictors.

- Heater hose: 3-way or 4-way valves must be used to provide constant water flow through the intake manifold pad area used to mount the TBI unit (L35 only).

**NOTE:** TBI unit does not have internal coolant passages.

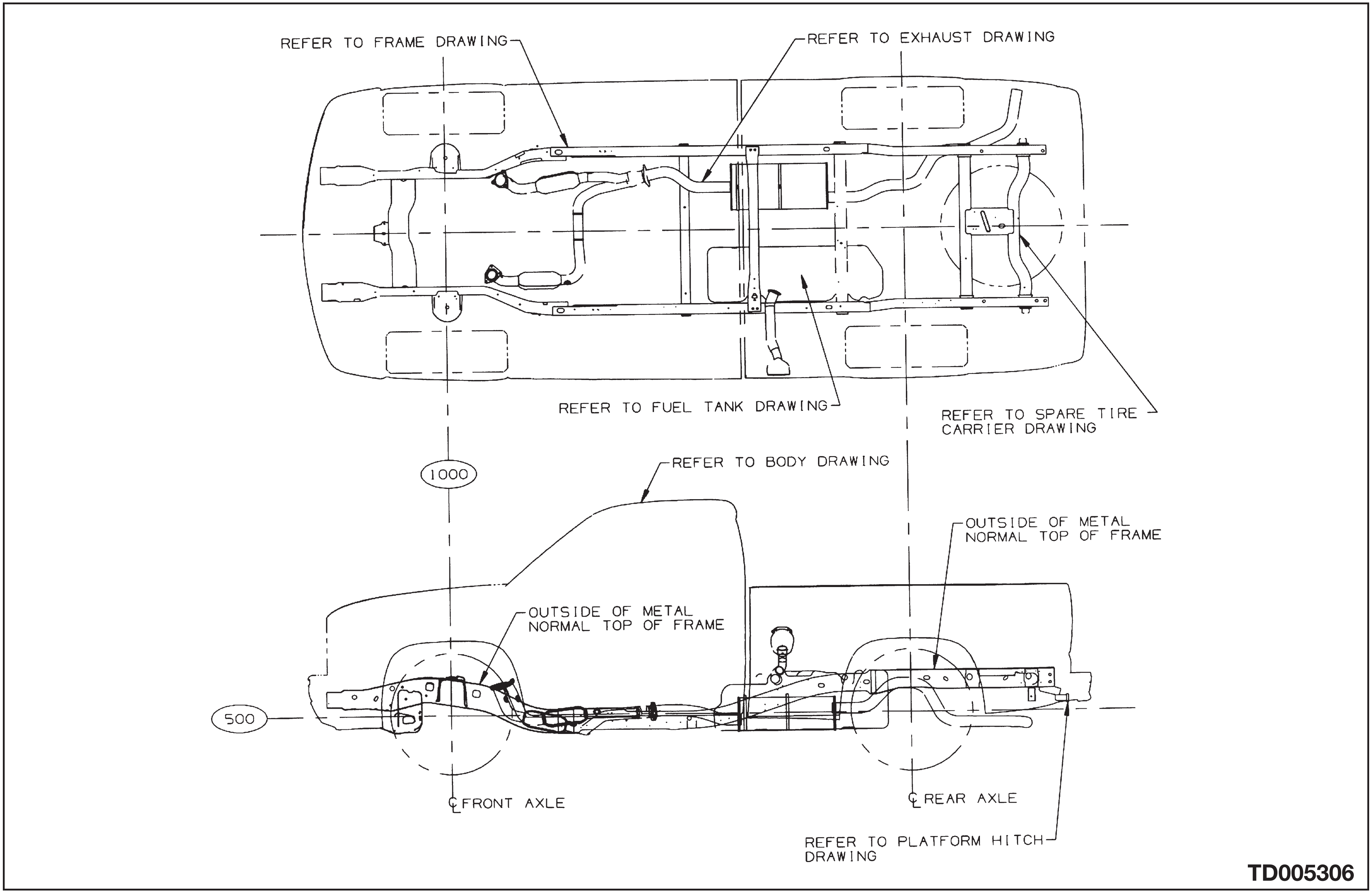
## Model Symbol Chart

| Series | 2-Door Pickup Fleetside/ Wideside | 2-Door Pickup Sportside | 2-Door Chassis-Cab | 4-Door Ext'd Cab Wideside/ Fleetside | 4-Door Ext'd Cab Sportside | 4-Door Extended Chassis-Cab | 4-Door Crew Cab Fleetside/ Wideside | 4-Door Crew Cab Chassis-Cab | 4-Door Utility | Suburban | 4-Door Ultimate Utility | GVWR (Lbs) | Nominal Ton Rating | Wheel Base (Inches) | Cab To Axle (Inches) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C/K 157 | 03 + E63 (6.5' Box) | 03 + E62 (6.5' Box) | | | | | | | | | | C/K 6100 | 1/2 | 119.0 | 42 |
| | | | | 53 + E63 (6.5' Box) | 53 + E62 (6.5' Box) | | | | | | | C 6200<br>K 6400 | 1/2 | 143.5 | 42 |
| | | | | | | | 43 + E63 (6.5' Box) | | | | | C/K 8600 | 1/2 | 153.0 | 42 |
| | | | | | | | | | 06 | | | C 6300/6600<br>K 6800/6900 | 1/2 | 116.0 | |
| C/K 159 | 03 + E63 (8' Box) | | | | | | | | | | | C 6400<br>K 6100 | 1/2 | 133.0 | 56 |
| | | | | 53 + E63 (8' Box) | | | | | | | | C/K 6400 | 1/2 | 157.5 | 56 |
| | | | | | | | | | | 06 | | C 6800<br>K 7200 | 1/2 | 130.0 | |
| | | | | | | | | | | | 36 | C/K 7000 | 1/2 | 130.0 | |
| K 257 | | | | 53 + E63 (6.5' Box) | | | | | | | | K 8600 | 3/4 | 143.5 | 42 |
| C/K 257HD | | | | 53 + E63 (6.5' Box) | | | | | | | | C/K 9200 | 3/4 | 143.5 | 42 |
| | | | | | | | 43 + E63 (6.5' Box) | | | | | C/K 9200 | 3/4 | 153.0 | 42 |
| C 259 | 03 + E63 (8' Box) | | 03 + ZW9 | | | | | | | | | C 8600 | 3/4 | 133.0 | 56 |
| K 259 | 03 + E63 (AFV)(8' Box) | | | | | | | | | | | K 8500 | 3/4 | 133.0 | 56 |

## Model Symbol Chart (continued)

| Series | 2-Door Pickup Fleetside/ Wideside | 2-Door Pickup Sportside | 2-Door Chassis-Cab | 4-Door Ext'd Cab Wideside/ Fleetside | 4-Door Ext'd Cab Sportside | 4-Door Extended Chassis-Cab | 4-Door Crew Cab Fleetside/ Wideside | 4-Door Crew Cab Chassis-Cab | 4-Door Utility | Suburban | 4-Door Ultimate Utility | GVWR (Lbs) | Nominal Ton Rating | Wheel Base (Inches) | Cab To Axle (Inches) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| K 259 | | | | 53 + E63 (AFV)(8' Box) | | | | | | | | K 8500 | 3/4 | 157.5 | 56 |
| C/K 259HD | 03 + E63 (8' Box) | | 03 + ZW9 | | | | | | | | | C/K 9200 | 3/4 | 133.0 | 56 |
| | | | | 53 + E63 (8' Box) | | | | | | | | C/K 9200 | 3/4 | 157.5 | 56 |
| | | | | | | | 43 + E63 (8' Box) | 43 + ZW9 | | | | C/K 9200 | 3/4 | 167.0 | 56 |
| C/K 259 | | | | | | | | | | 06 | | C/K 8600 | 3/4 | 130.0 | |
| | | | | | | | | | | | 36 | C/K 8600 | 3/4 | 130.0 | |
| K359 | 03 + E63 (8' Box) | | 03 + ZW9 | | | | | | | | | K 11400 | 1 | 133.0 | 56 |
| C/K 359 | | | | 53 + E63 (8' Box) | | | | | | | | C/K 11400 | 1 | 157.5 | 56 |
| | | | | | | | 43 + E63 (8' Box) | 43 + ZW9 | | | | C/K 11400 | 1 | 167.5 | 56 |
| C/K 360 | | | 03 + ZW9 | | | | | | | | | C 11400<br>K 12000 | 1 | 137.0 | 60 |
| | | | | | | 53 + ZW9 | | | | | | C 11400<br>K 12000 | 1 | 161.5 | 60 |
| C/K 364 | | | 03 + ZW9 | | | | | | | | | C 11400<br>K 12000 | 1 | 161.5 | 84 |
| | | | | | | 53 + ZW9 | | | | | | C 11400<br>K 12000 | 1 | 185.5 | 84 |

## C/K (15/25)703 General Arrangement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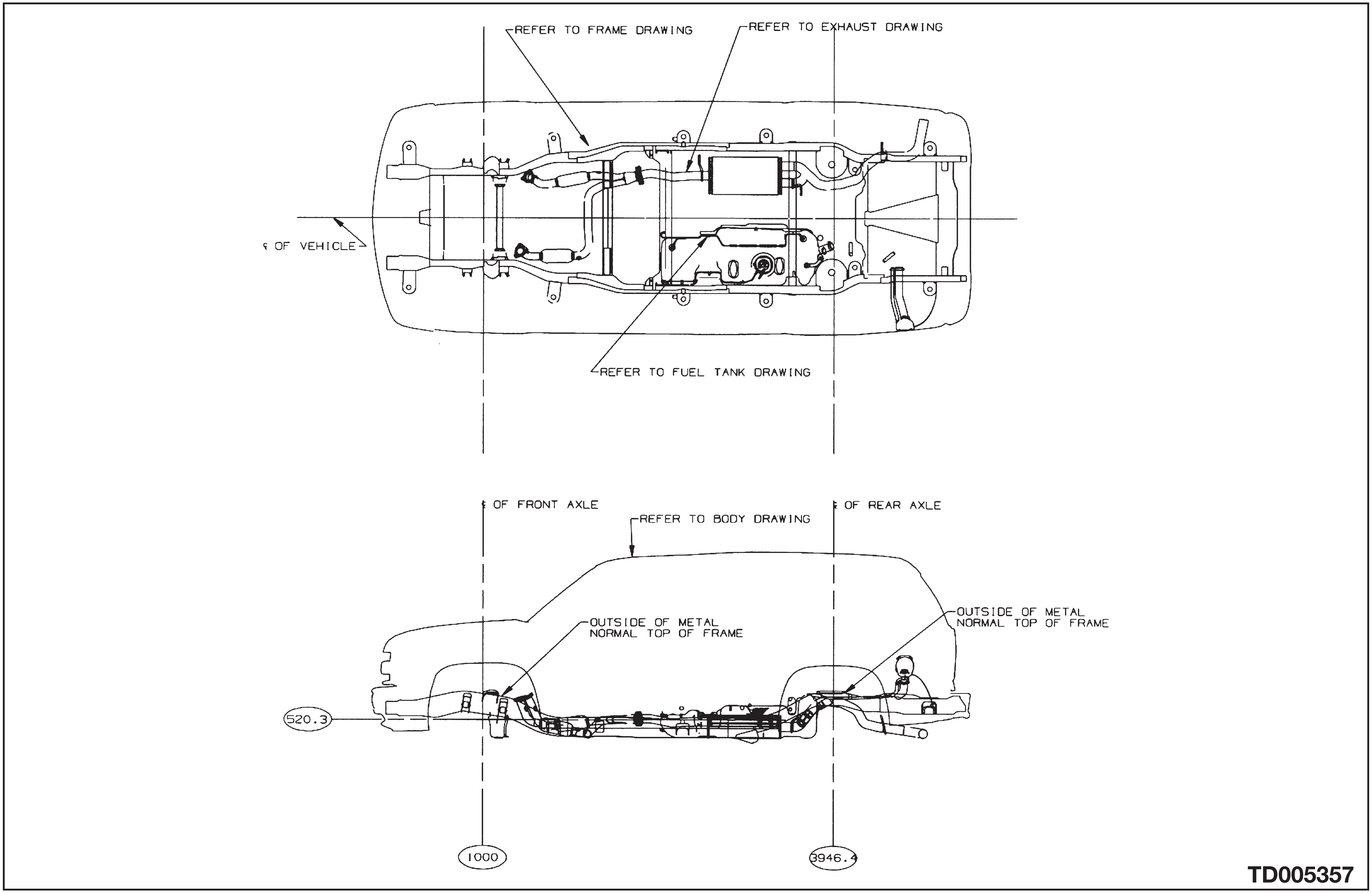
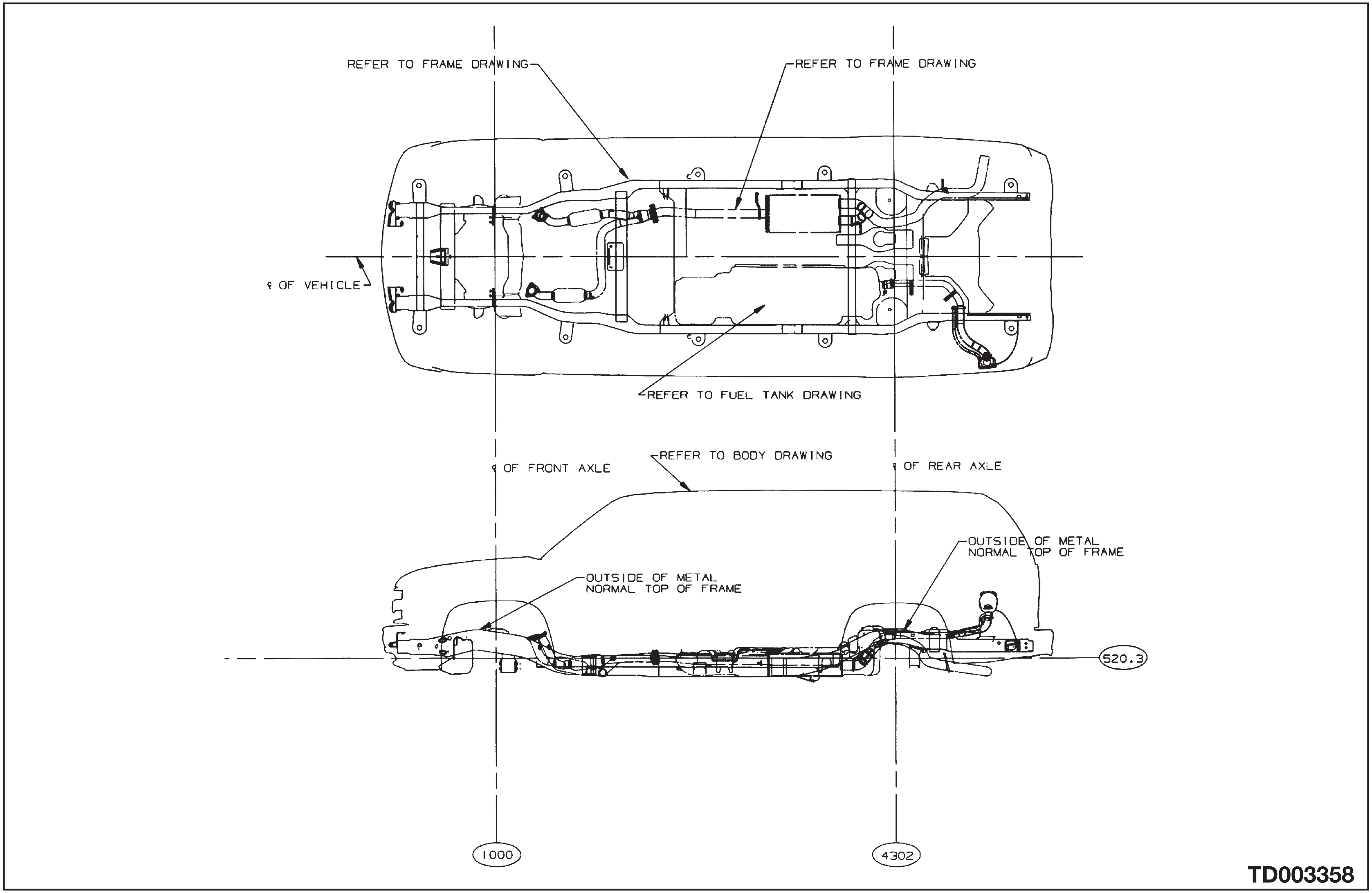
REFER TO EXHAUST DRAWING
REFER TO FUEL TANK DRAWING
REFER TO SPARE TIRE CARRIER DRAWING
1000
REFER TO BODY DRAWING
OUTSIDE OF METAL NORMAL TOP OF FRAME
OUTSIDE OF METAL NORMAL TOP OF FRAME
500
℄ FRONT AXLE
℄ REAR AXLE
REFER TO PLATFORM HITCH DRAWING
TD005306

## C/K 15706 General Arrangement


REFER TO FRAME DRAWING
REFER TO EXHAUST DRAWING
℄ OF VEHICLE
REFER TO FUEL TANK DRAWING
℄ OF FRONT AXLE
℄ OF REAR AXLE
REFER TO BODY DRAWING
OUTSIDE OF METAL
NORMAL TOP OF FRAME
OUTSIDE OF METAL
NORMAL TOP OF FRAME
520.3
1000
3946.4

TD005357

## C/K (15/25)906 General Arrangement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REFER TO FRAME DRAWING
℄ OF VEHICLE
REFER TO FUEL TANK DRAWING
REFER TO BODY DRAWING
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℄ OF REAR AXLE
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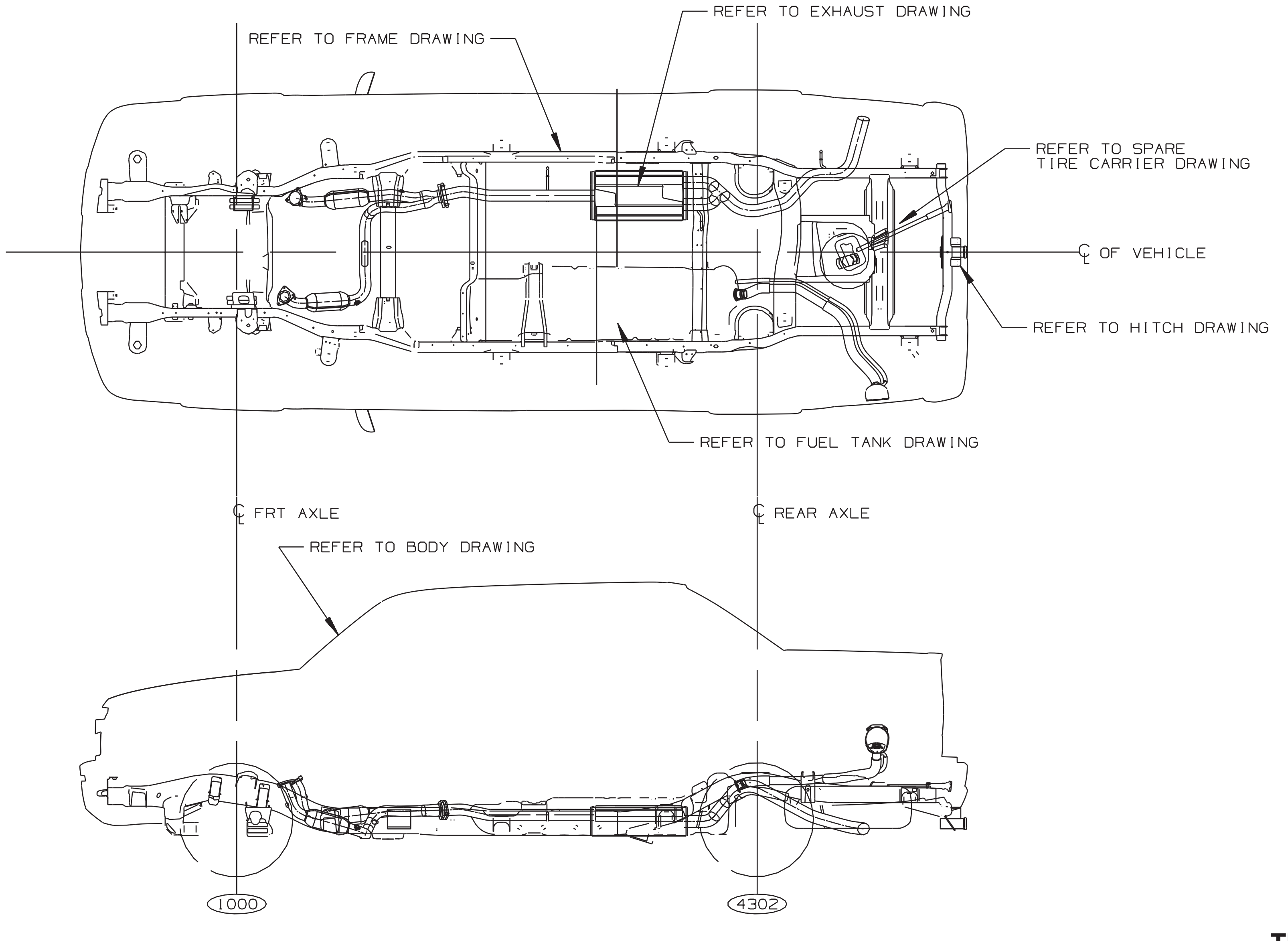
## C/K (15/25)936 General Arrangement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REFER TO EXHAUST DRAWING
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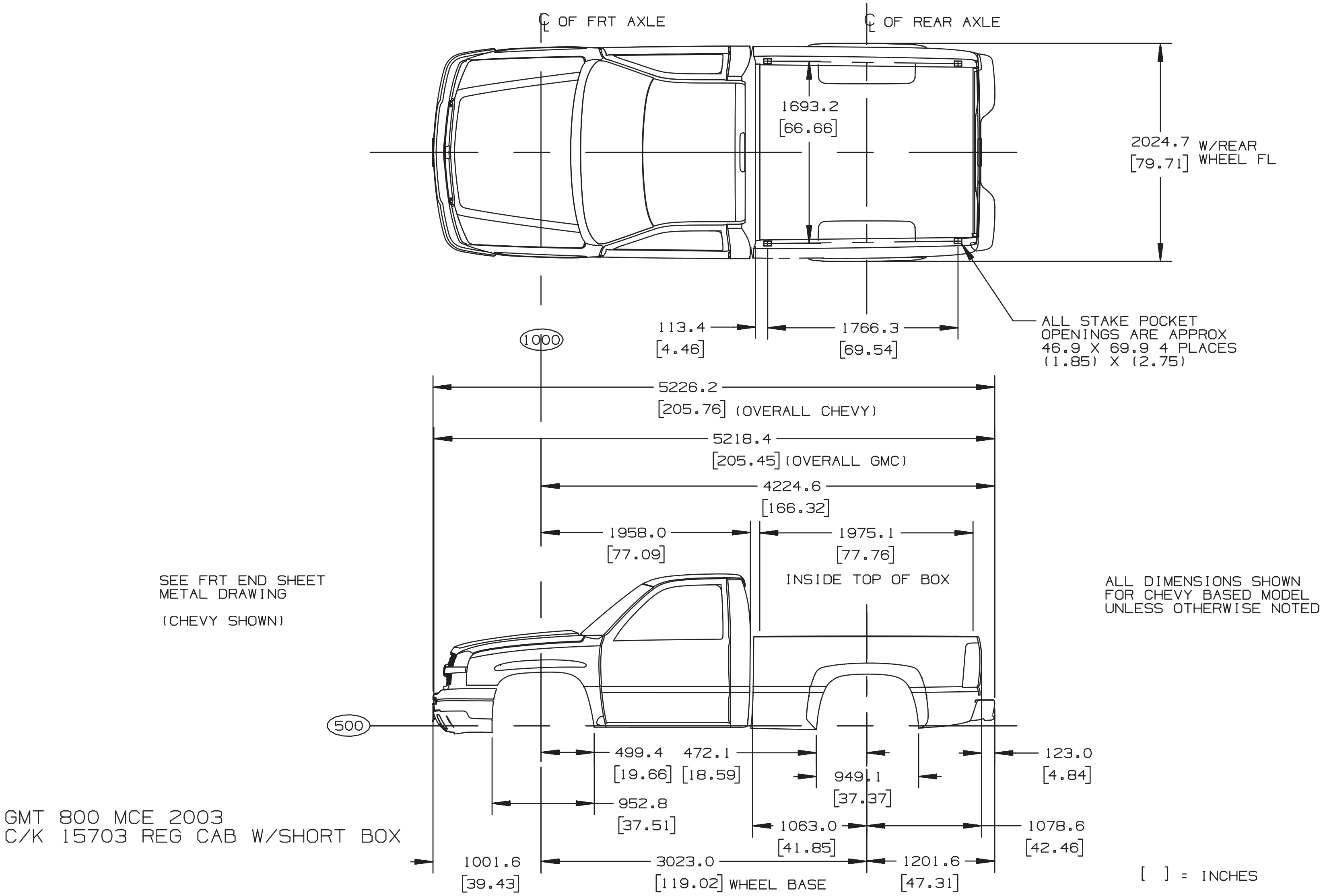
℄ OF VEHICLE
REFER TO HITCH DRAWING
REFER TO FUEL TANK DRAWING
℄ FRT AXLE
℄ REAR AXLE
REFER TO BODY DRAWING
1000
4302

TD005798

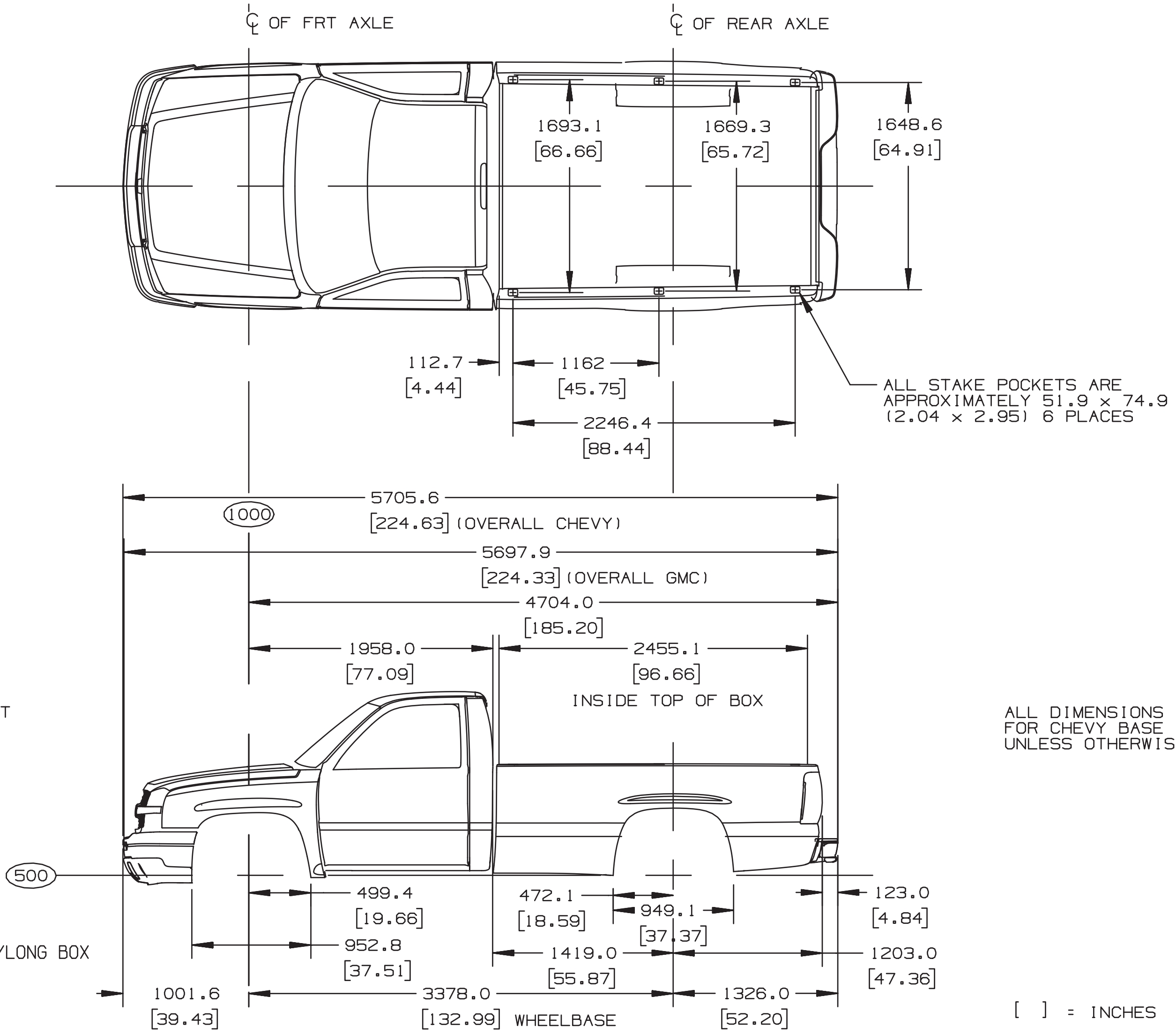
## C/K 15703 Regular Cab with Short Box (Option E63)



℄ OF FRT AXLE
℄ OF REAR AXLE
1693.2 [66.66]
2024.7 [79.71] W/REAR WHEEL FL
113.4 [4.46]
1766.3 [69.54]
ALL STAKE POCKET OPENINGS ARE APPROX 46.9 X 69.9 4 PLACES (1.85) X (2.75)
1000
5226.2 [205.76] (OVERALL CHEVY)
5218.4 [205.45] (OVERALL GMC)
4224.6 [166.32]
1958.0 [77.09]
1975.1 [77.76] INSIDE TOP OF BOX
SEE FRT END SHEET METAL DRAWING
(CHEVY SHOWN)
ALL DIMENSIONS SHOWN FOR CHEVY BASED MODEL UNLESS OTHERWISE NOTED
500
499.4 [19.66]
472.1 [18.59]
949.1 [37.37]
123.0 [4.84]
952.8 [37.51]
1063.0 [41.85]
1078.6 [42.46]
GMT 800 MCE 2003
C/K 15703 REG CAB W/SHORT BOX
1001.6 [39.43]
3023.0 [119.02] WHEEL BASE
1201.6 [47.31]
[ ] = INCHES

**TD006012**

## C/K (15/25/25HD)903 Regular Cab with Long Box (Option E63)



℄ OF FRT AXLE
℄ OF REAR AXLE
1693.1
[66.66]
1669.3
[65.72]
1648.6
[64.91]
112.7
[4.44]
1162
[45.75]
2246.4
[88.44]
ALL STAKE POCKETS ARE APPROXIMATELY 51.9 x 74.9 (2.04 x 2.95) 6 PLACES
5705.6
[224.63] (OVERALL CHEVY)
1000
5697.9
[224.33] (OVERALL GMC)
4704.0
[185.20]
1958.0
[77.09]
2455.1
[96.66]
INSIDE TOP OF BOX
500
499.4
[19.66]
952.8
[37.51]
472.1
[18.59]
949.1
[37.37]
123.0
[4.84]
1419.0
[55.87]
1203.0
[47.36]
1001.6
[39.43]
3378.0
[132.99] WHEELBASE
1326.0
[52.20]

SEE FRT END SHEET METAL DRAWING

(CHEVY SHOWN)

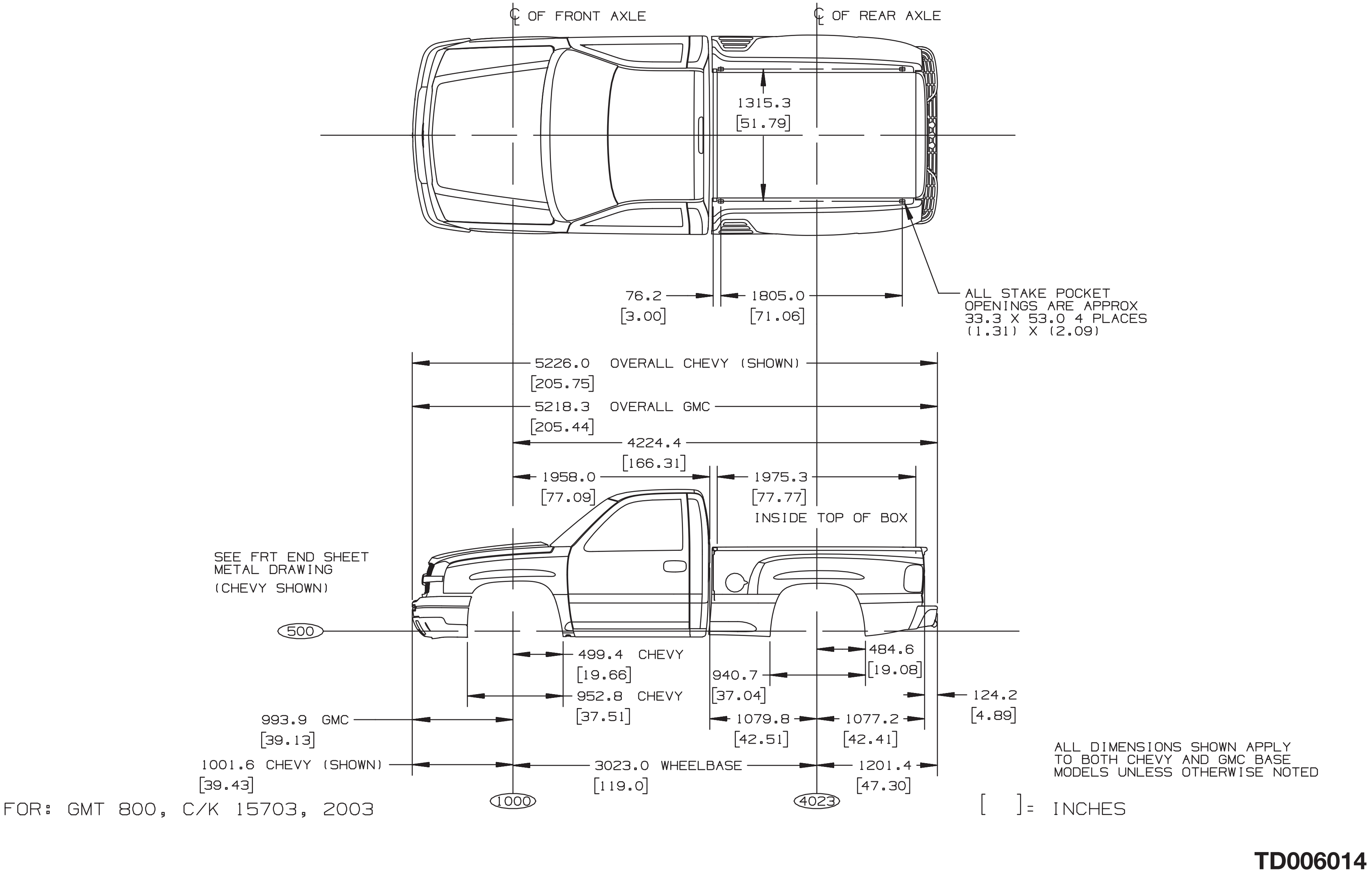
GMT 800 MCE 2003
C/K(15/25/25HD)903 REG CAB W/LONG BOX

ALL DIMENSIONS SHOWN FOR CHEVY BASE MODEL UNLESS OTHERWISE NOTED

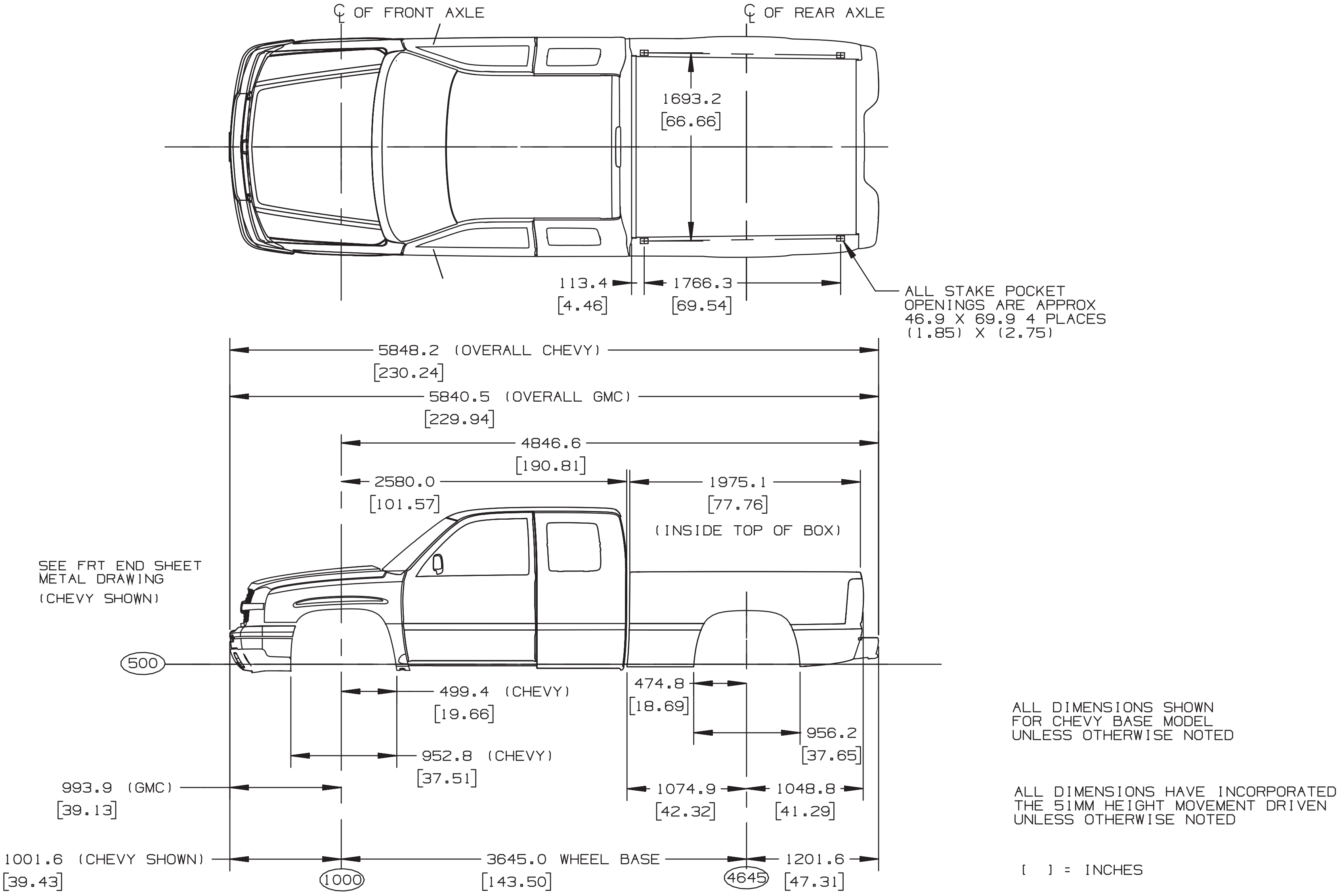
[ ] = INCHES

**TD006013**

## C/K 15703 Regular Cab, Sportside (Option E62)


℄ OF FRONT AXLE
℄ OF REAR AXLE
1315.3
[51.79]
76.2
[3.00]
1805.0
[71.06]
ALL STAKE POCKET OPENINGS ARE APPROX 33.3 X 53.0 4 PLACES (1.31) X (2.09)
5226.0 OVERALL CHEVY (SHOWN)
[205.75]
5218.3 OVERALL GMC
[205.44]
4224.4
[166.31]
1958.0
[77.09]
1975.3
[77.77]
INSIDE TOP OF BOX
SEE FRT END SHEET METAL DRAWING
(CHEVY SHOWN)
500
499.4 CHEVY
[19.66]
484.6
[19.08]
940.7
[37.04]
952.8 CHEVY
[37.51]
124.2
[4.89]
993.9 GMC
[39.13]
1079.8
[42.51]
1077.2
[42.41]
1001.6 CHEVY (SHOWN)
[39.43]
3023.0 WHEELBASE
[119.0]
1201.4
[47.30]
ALL DIMENSIONS SHOWN APPLY TO BOTH CHEVY AND GMC BASE MODELS UNLESS OTHERWISE NOTED
1000
4023
FOR: GMT 800, C/K 15703, 2003
[ ]= INCHES
TD006014

## C/K (15/25/25HD)753 Extended Cab with Short Box (Option E63)


℄ OF FRONT AXLE
℄ OF REAR AXLE
1693.2
[66.66]
113.4
[4.46]
1766.3
[69.54]
5848.2 (OVERALL CHEVY)
[230.24]
5840.5 (OVERALL GMC)
[229.94]
4846.6
[190.81]
2580.0
[101.57]
1975.1
[77.76]
(INSIDE TOP OF BOX)
SEE FRT END SHEET
METAL DRAWING
(CHEVY SHOWN)
500
499.4 (CHEVY)
[19.66]
474.8
[18.69]
956.2
[37.65]
952.8 (CHEVY)
[37.51]
993.9 (GMC)
[39.13]
1074.9
[42.32]
1048.8
[41.29]
1001.6 (CHEVY SHOWN)
[39.43]
1000
3645.0 WHEEL BASE
[143.50]
4645
1201.6
[47.31]

ALL STAKE POCKET
OPENINGS ARE APPROX
46.9 X 69.9 4 PLACES
(1.85) X (2.75)

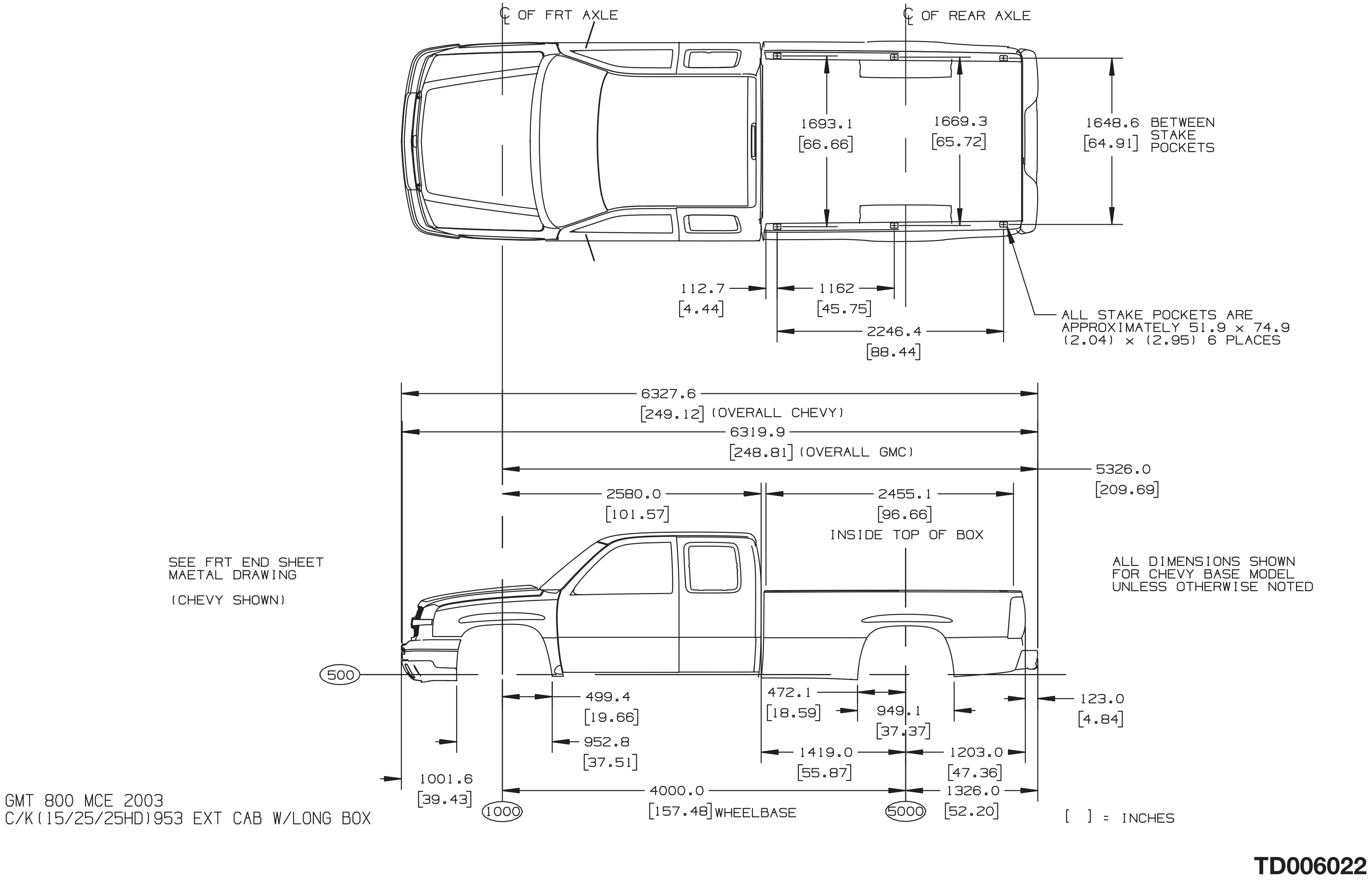
ALL DIMENSIONS SHOWN
FOR CHEVY BASE MODEL
UNLESS OTHERWISE NOTED

ALL DIMENSIONS HAVE INCORPORATED
THE 51MM HEIGHT MOVEMENT DRIVEN
UNLESS OTHERWISE NOTED

[ ] = INCHES

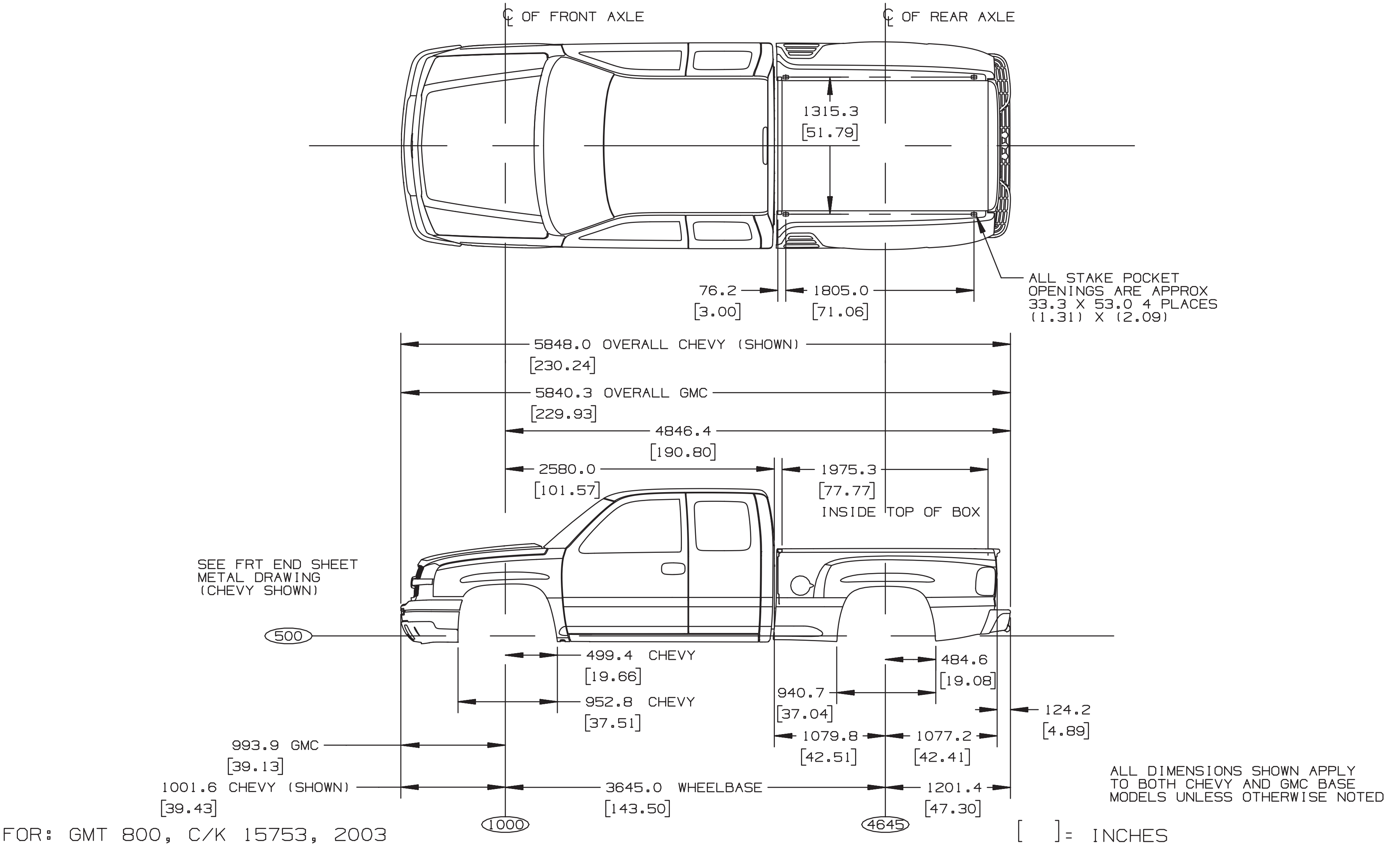
**TD006019**

## C/K (15/25/25HD)953 Extended Cab with Long Box (Option E63)



℄ OF FRT AXLE
℄ OF REAR AXLE
1693.1
[66.66]
1669.3
[65.72]
1648.6 BETWEEN STAKE POCKETS
[64.91]
112.7
[4.44]
1162
[45.75]
2246.4
[88.44]
ALL STAKE POCKETS ARE APPROXIMATELY 51.9 x 74.9 (2.04) x (2.95) 6 PLACES
6327.6
[249.12] (OVERALL CHEVY)
6319.9
[248.81] (OVERALL GMC)
5326.0
[209.69]
2580.0
[101.57]
2455.1
[96.66]
INSIDE TOP OF BOX
SEE FRT END SHEET MAETAL DRAWING
(CHEVY SHOWN)
ALL DIMENSIONS SHOWN FOR CHEVY BASE MODEL UNLESS OTHERWISE NOTED
500
499.4
[19.66]
952.8
[37.51]
472.1
[18.59]
949.1
[37.37]
123.0
[4.84]
1419.0
[55.87]
1203.0
[47.36]
1001.6
[39.43]
4000.0
[157.48] WHEELBASE
1326.0
[52.20]
1000
5000
[ ] = INCHES
GMT 800 MCE 2003
C/K(15/25/25HD)953 EXT CAB W/LONG BOX
TD006022

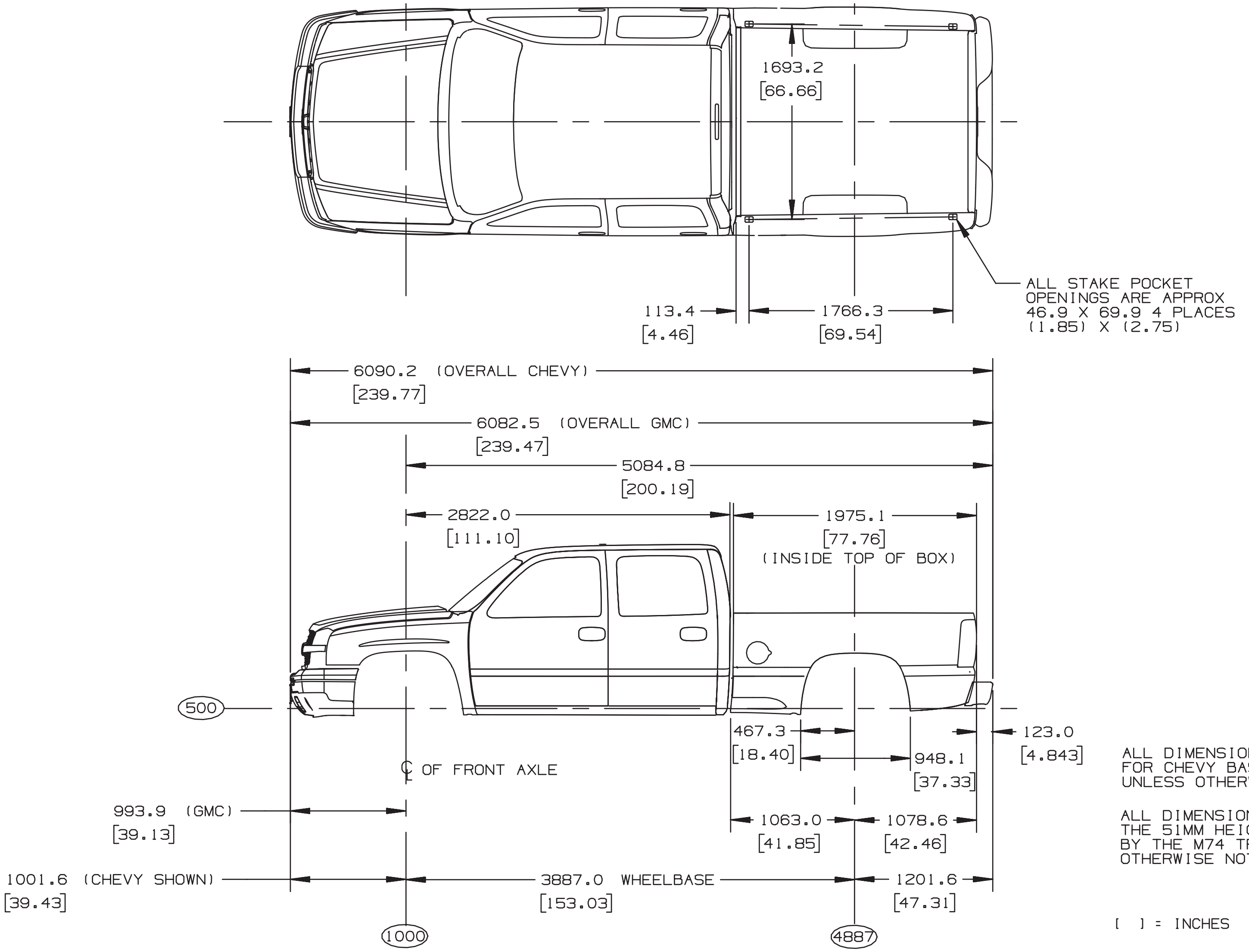
## C/K 15753 Extended Cab, Sportside (Option E62)



℄ OF FRONT AXLE
℄ OF REAR AXLE
1315.3
[51.79]
ALL STAKE POCKET OPENINGS ARE APPROX 33.3 X 53.0 4 PLACES (1.31) X (2.09)
76.2
[3.00]
1805.0
[71.06]
5848.0 OVERALL CHEVY (SHOWN)
[230.24]
5840.3 OVERALL GMC
[229.93]
4846.4
[190.80]
2580.0
[101.57]
1975.3
[77.77]
INSIDE TOP OF BOX
SEE FRT END SHEET METAL DRAWING (CHEVY SHOWN)
500
499.4 CHEVY
[19.66]
484.6
[19.08]
952.8 CHEVY
[37.51]
940.7
[37.04]
124.2
[4.89]
993.9 GMC
[39.13]
1079.8
[42.51]
1077.2
[42.41]
1001.6 CHEVY (SHOWN)
[39.43]
3645.0 WHEELBASE
[143.50]
1201.4
[47.30]
ALL DIMENSIONS SHOWN APPLY TO BOTH CHEVY AND GMC BASE MODELS UNLESS OTHERWISE NOTED
1000
4645
FOR: GMT 800, C/K 15753, 2003
[ ]= INCHES

TD006023

## C/K (15/25HD)743 Crew Cab with Short Box (Option E63)


1693.2
[66.66]
113.4
[4.46]
1766.3
[69.54]
6090.2 (OVERALL CHEVY)
[239.77]
6082.5 (OVERALL GMC)
[239.47]
5084.8
[200.19]
2822.0
[111.10]
1975.1
[77.76]
(INSIDE TOP OF BOX)
500
467.3
[18.40]
948.1
[37.33]
123.0
[4.843]
℄ OF FRONT AXLE
993.9 (GMC)
[39.13]
1063.0
[41.85]
1078.6
[42.46]
1001.6 (CHEVY SHOWN)
[39.43]
3887.0 WHEELBASE
[153.03]
1201.6
[47.31]
1000
4887

ALL STAKE POCKET
OPENINGS ARE APPROX
46.9 X 69.9 4 PLACES
(1.85) X (2.75)

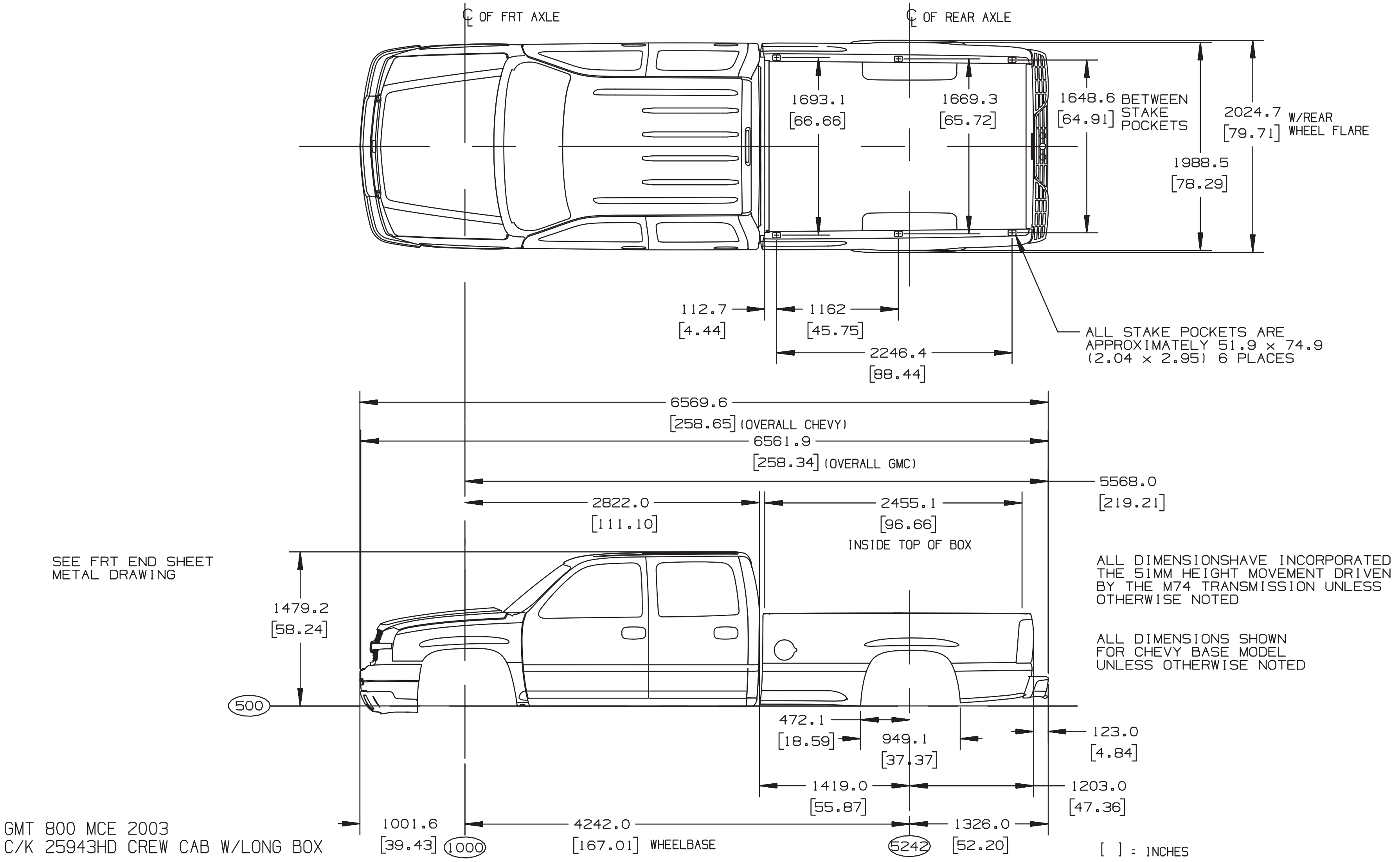
ALL DIMENSIONS SHOWN
FOR CHEVY BASE MODEL
UNLESS OTHERWISE NOTED

ALL DIMENSIONS HAVE INCORPORATED
THE 51MM HEIGHT MOVEMENT DRIVEN
BY THE M74 TRANSMISSION UNLESS
OTHERWISE NOTED

[ ] = INCHES

**TD006024**

## C/K 25943HD Crew Cab with Long Box (Option E63)


℄ OF FRT AXLE
℄ OF REAR AXLE
1693.1
[66.66]
1669.3
[65.72]
1648.6 BETWEEN STAKE POCKETS
[64.91]
2024.7 W/REAR WHEEL FLARE
[79.71]
1988.5
[78.29]
112.7
[4.44]
1162
[45.75]
2246.4
[88.44]
ALL STAKE POCKETS ARE APPROXIMATELY 51.9 x 74.9 (2.04 x 2.95) 6 PLACES
6569.6
[258.65] (OVERALL CHEVY)
6561.9
[258.34] (OVERALL GMC)
5568.0
[219.21]
2822.0
[111.10]
2455.1
[96.66]
INSIDE TOP OF BOX
SEE FRT END SHEET METAL DRAWING
1479.2
[58.24]
500
472.1
[18.59]
949.1
[37.37]
123.0
[4.84]
1419.0
[55.87]
1203.0
[47.36]
1001.6
[39.43]
1000
4242.0
[167.01] WHEELBASE
5242
1326.0
[52.20]
[ ] = INCHES

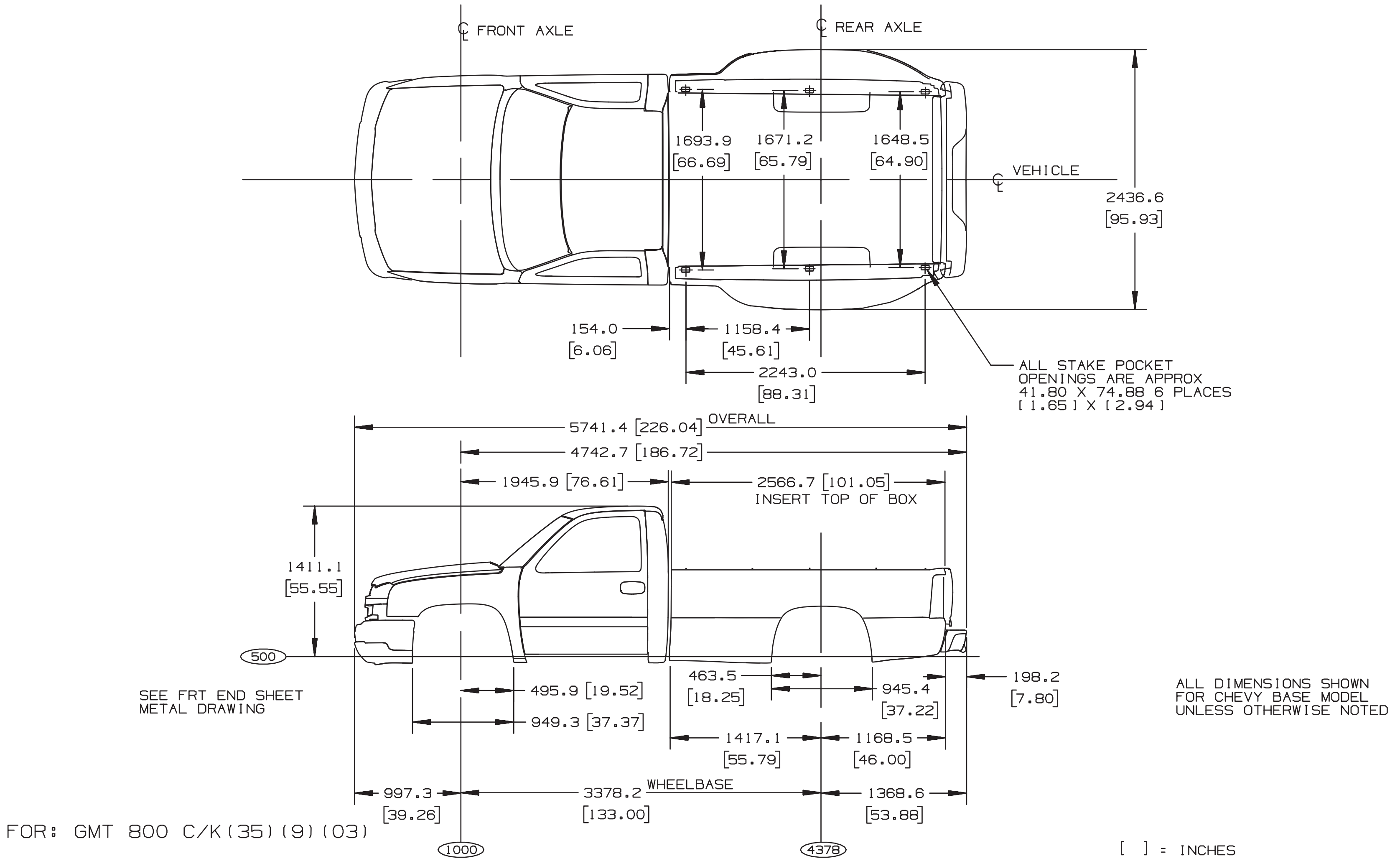
ALL DIMENSIONSHAVE INCORPORATED THE 51MM HEIGHT MOVEMENT DRIVEN BY THE M74 TRANSMISSION UNLESS OTHERWISE NOTED

ALL DIMENSIONS SHOWN FOR CHEVY BASE MODEL UNLESS OTHERWISE NOTED

GMT 800 MCE 2003
C/K 25943HD CREW CAB W/LONG BOX

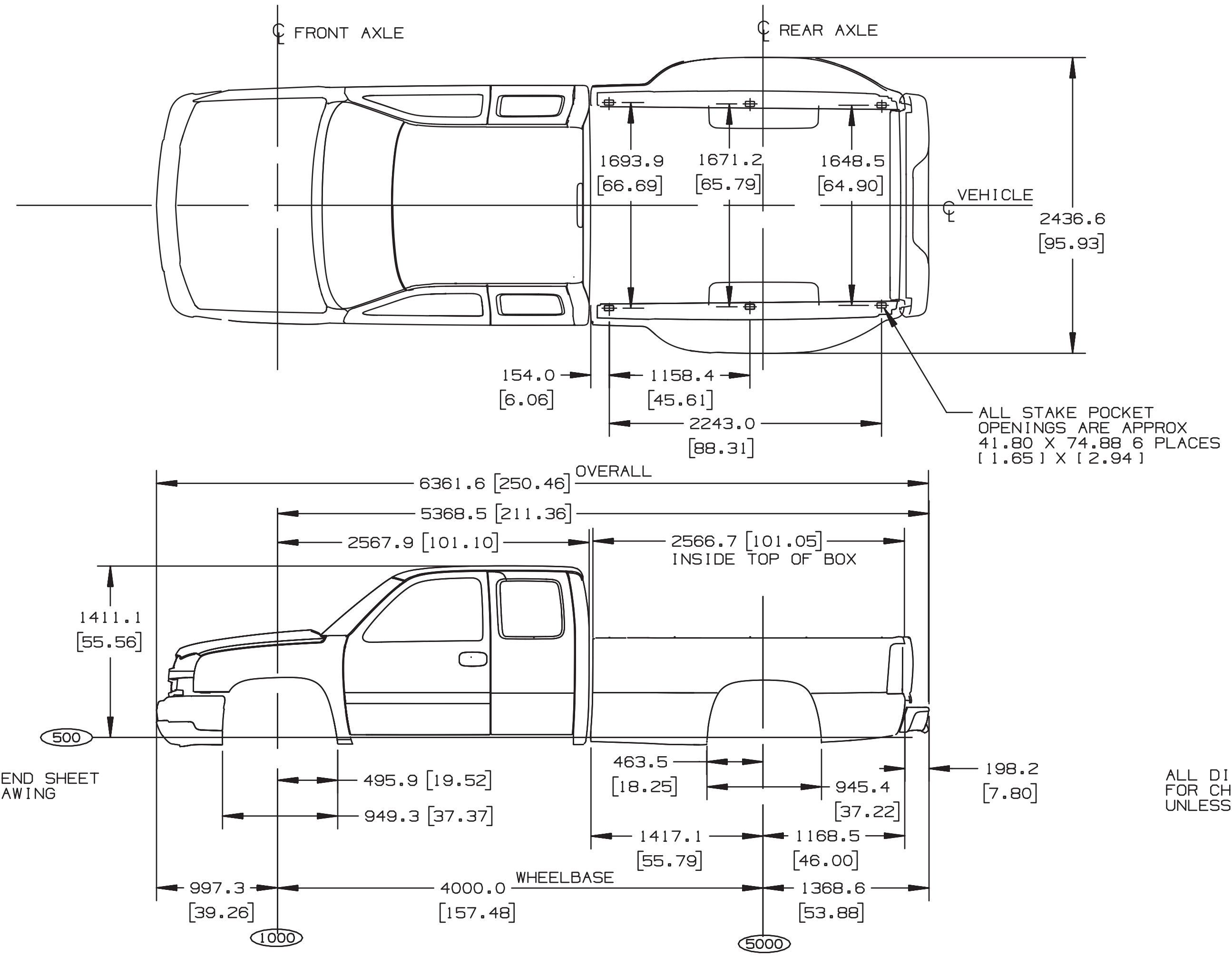
TD006026

## C/K 35903 Regular Cab with Long Box Dooley (Option E63)


℄ FRONT AXLE
℄ REAR AXLE
1693.9
[66.69]
1671.2
[65.79]
1648.5
[64.90]
℄ VEHICLE
2436.6
[95.93]
154.0
[6.06]
1158.4
[45.61]
2243.0
[88.31]
ALL STAKE POCKET OPENINGS ARE APPROX 41.80 X 74.88 6 PLACES [1.65] X [2.94]
5741.4 [226.04] OVERALL
4742.7 [186.72]
1945.9 [76.61]
2566.7 [101.05] INSERT TOP OF BOX
1411.1
[55.55]
500
463.5
[18.25]
945.4
[37.22]
198.2
[7.80]
SEE FRT END SHEET METAL DRAWING
495.9 [19.52]
949.3 [37.37]
1417.1
[55.79]
1168.5
[46.00]
997.3
[39.26]
3378.2 WHEELBASE
[133.00]
1368.6
[53.88]
FOR: GMT 800 C/K(35)(9)(03)
1000
4378
ALL DIMENSIONS SHOWN FOR CHEVY BASE MODEL UNLESS OTHERWISE NOTED
[ ] = INCHES

**TD005983a**

## C/K 35953 Extended Cab with Long Box Dooley (Option E63)


℄ FRONT AXLE
℄ REAR AXLE
1693.9 [66.69]
1671.2 [65.79]
1648.5 [64.90]
℄ VEHICLE
2436.6 [95.93]
154.0 [6.06]
1158.4 [45.61]
2243.0 [88.31]
ALL STAKE POCKET OPENINGS ARE APPROX 41.80 X 74.88 6 PLACES [1.65] X [2.94]
6361.6 [250.46] OVERALL
5368.5 [211.36]
2567.9 [101.10]
2566.7 [101.05] INSIDE TOP OF BOX
1411.1 [55.56]
500
SEE FRT END SHEET METAL DRAWING
495.9 [19.52]
949.3 [37.37]
463.5 [18.25]
945.4 [37.22]
198.2 [7.80]
1417.1 [55.79]
1168.5 [46.00]
997.3 [39.26]
4000.0 WHEELBASE [157.48]
1368.6 [53.88]
1000
5000

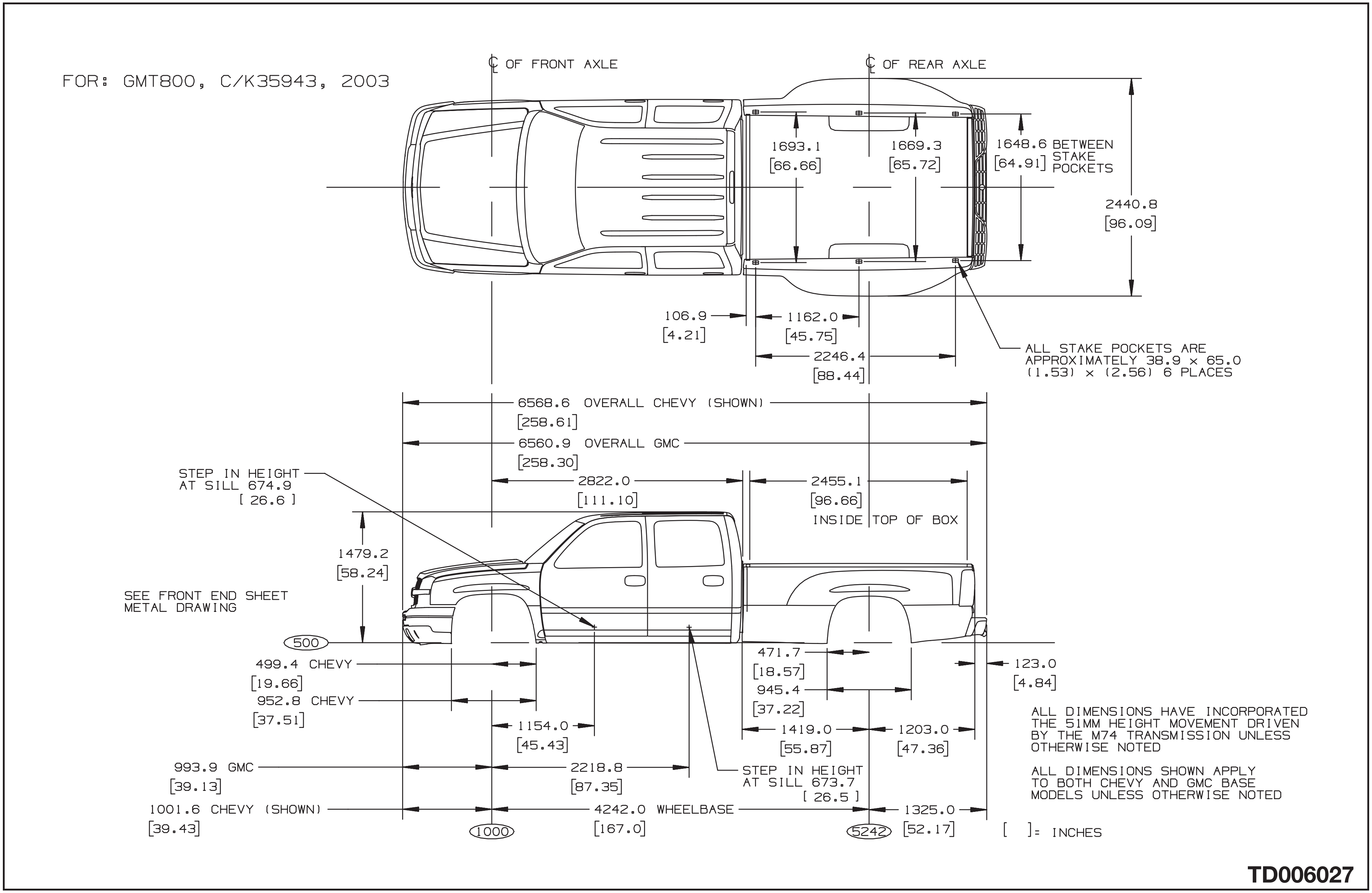
ALL DIMENSIONS SHOWN
FOR CHEVY BASE MODEL
UNLESS OTHERWISE NOTED

FOR: GMT 800 C/K(35)(9)(53)

[ ] = INCHES

**TD005983b**

## C/K 35943 Crew Cab with Long Box Dooley (Option E63)


FOR: GMT800, C/K35943, 2003
℄ OF FRONT AXLE
℄ OF REAR AXLE
1693.1 [66.66]
1669.3 [65.72]
1648.6 [64.91] BETWEEN STAKE POCKETS
2440.8 [96.09]
106.9 [4.21]
1162.0 [45.75]
2246.4 [88.44]
6568.6 OVERALL CHEVY (SHOWN) [258.61]
6560.9 OVERALL GMC [258.30]
STEP IN HEIGHT AT SILL 674.9 [ 26.6 ]
2822.0 [111.10]
2455.1 [96.66] INSIDE TOP OF BOX
1479.2 [58.24]
SEE FRONT END SHEET METAL DRAWING
500
499.4 CHEVY [19.66]
952.8 CHEVY [37.51]
1154.0 [45.43]
993.9 GMC [39.13]
2218.8 [87.35]
1001.6 CHEVY (SHOWN) [39.43]
1000
4242.0 WHEELBASE [167.0]
471.7 [18.57]
945.4 [37.22]
1419.0 [55.87]
1203.0 [47.36]
STEP IN HEIGHT AT SILL 673.7 [ 26.5 ]
5242
1325.0 [52.17]
123.0 [4.84]

ALL STAKE POCKETS ARE APPROXIMATELY 38.9 x 65.0 (1.53) x (2.56) 6 PLACES

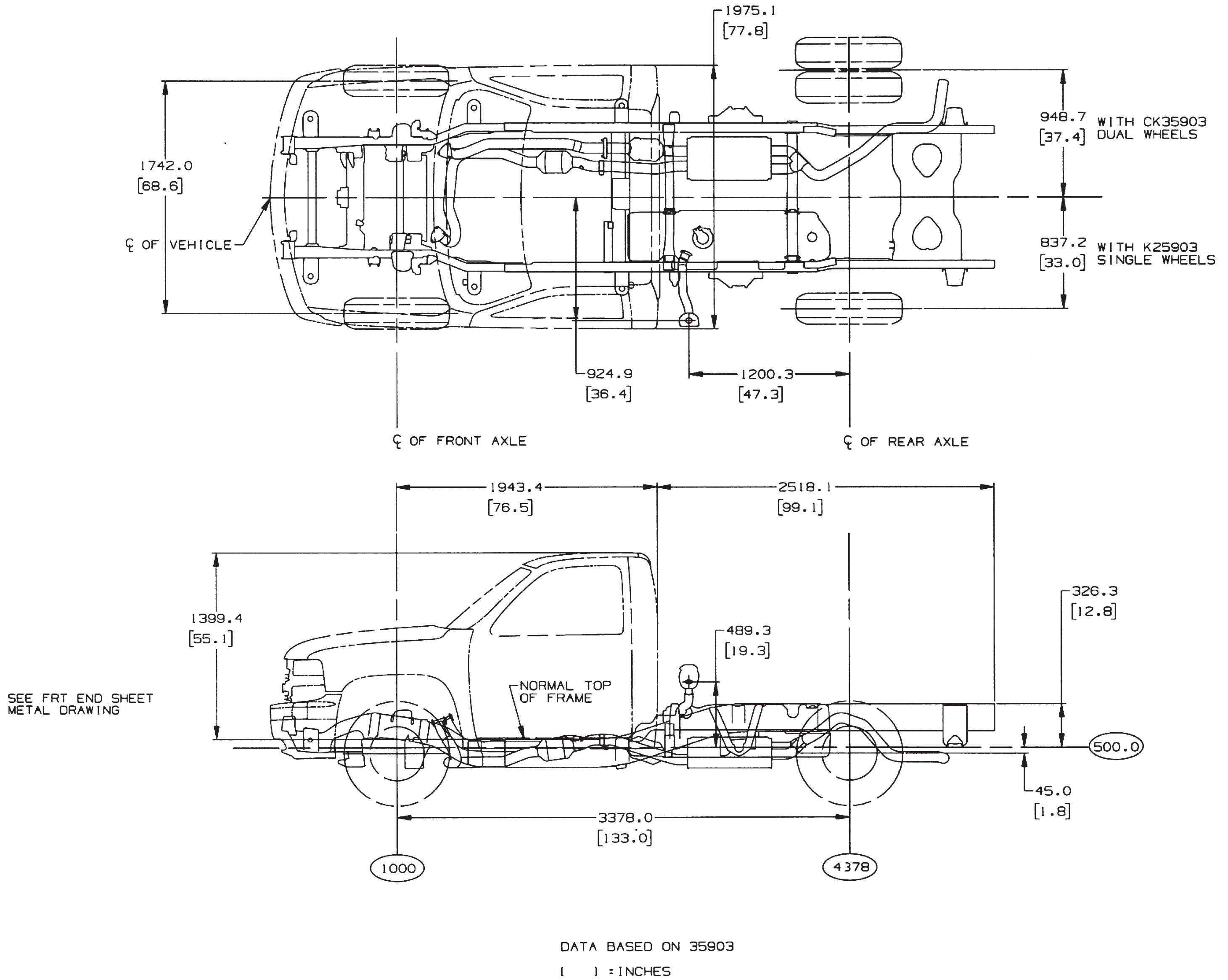
ALL DIMENSIONS HAVE INCORPORATED THE 51MM HEIGHT MOVEMENT DRIVEN BY THE M74 TRANSMISSION UNLESS OTHERWISE NOTED

ALL DIMENSIONS SHOWN APPLY TO BOTH CHEVY AND GMC BASE MODELS UNLESS OTHERWISE NOTED

[ ]= INCHES

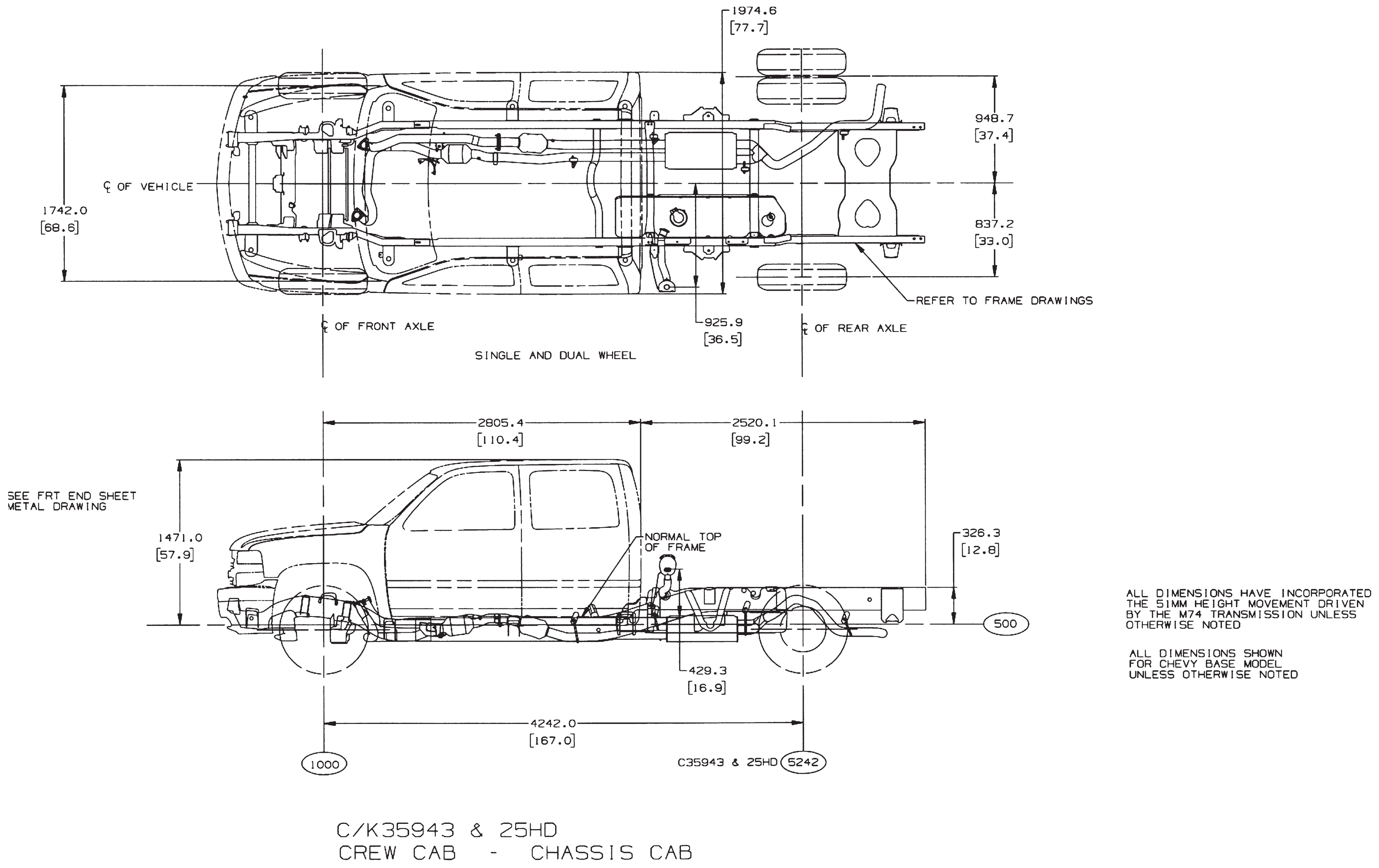
**TD006027**

## C/K 25HD/K35903 Regular Cab (Option ZW9)


1975.1
[77.8]
1742.0
[68.6]
℄ OF VEHICLE
948.7 [37.4] WITH CK35903 DUAL WHEELS
837.2 [33.0] WITH K25903 SINGLE WHEELS
924.9
[36.4]
1200.3
[47.3]
℄ OF FRONT AXLE
℄ OF REAR AXLE
1943.4
[76.5]
2518.1
[99.1]
1399.4
[55.1]
326.3
[12.8]
489.3
[19.3]
SEE FRT END SHEET METAL DRAWING
NORMAL TOP OF FRAME
500.0
45.0
[1.8]
3378.0
[133.0]
1000
4378
DATA BASED ON 35903
[ ] = INCHES

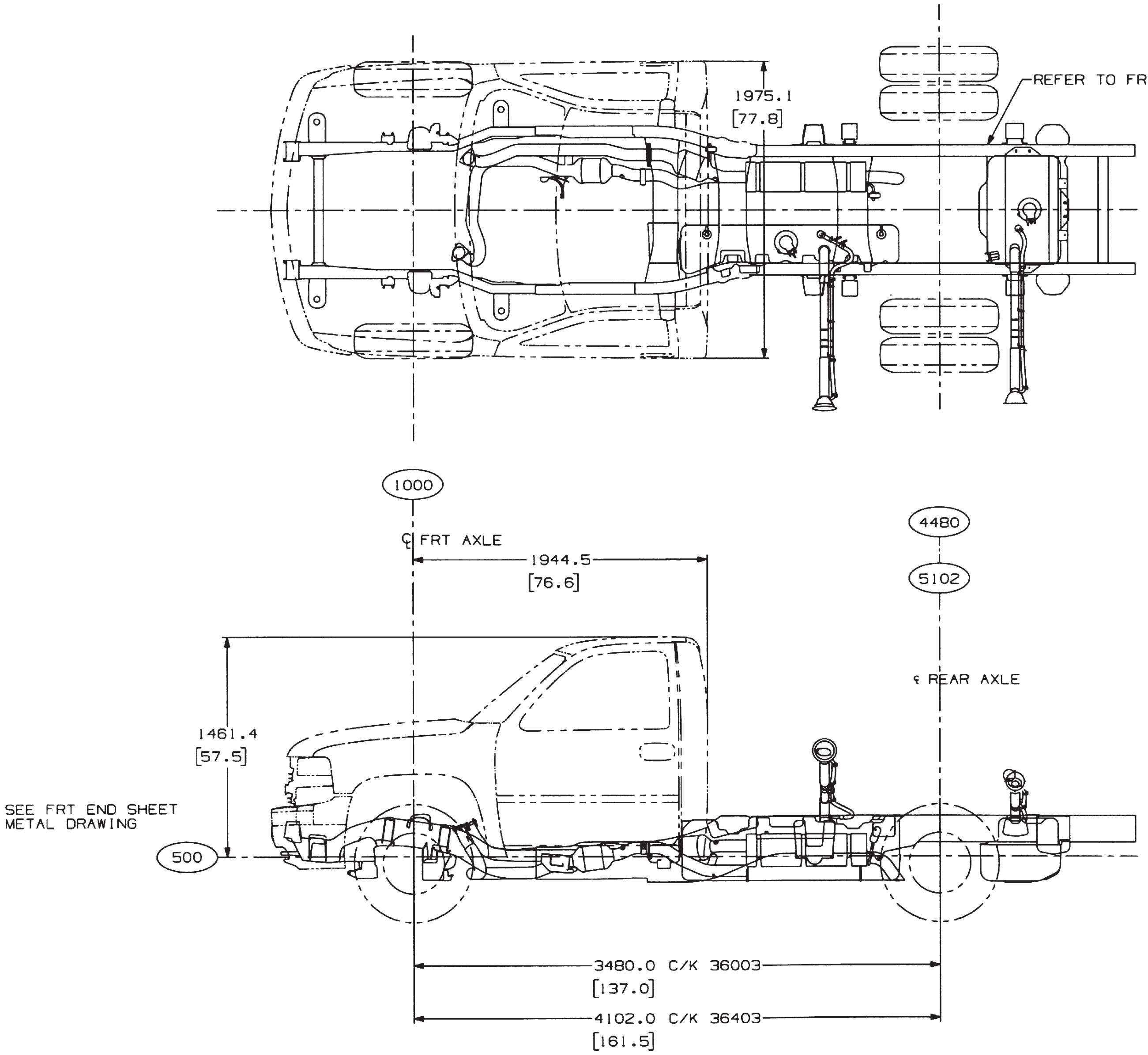
**TX35903a**

## C/K 25HD/35943 Crew Cab (Option ZW9)


1974.6
[77.7]
948.7
[37.4]
837.2
[33.0]
1742.0
[68.6]
℄ OF VEHICLE
REFER TO FRAME DRAWINGS
℄ OF FRONT AXLE
925.9
[36.5]
℄ OF REAR AXLE
SINGLE AND DUAL WHEEL
2805.4
[110.4]
2520.1
[99.2]
SEE FRT END SHEET
METAL DRAWING
1471.0
[57.9]
NORMAL TOP
OF FRAME
326.3
[12.8]
500
ALL DIMENSIONS HAVE INCORPORATED
THE 51MM HEIGHT MOVEMENT DRIVEN
BY THE M74 TRANSMISSION UNLESS
OTHERWISE NOTED
ALL DIMENSIONS SHOWN
FOR CHEVY BASE MODEL
UNLESS OTHERWISE NOTED
429.3
[16.9]
4242.0
[167.0]
1000
C35943 & 25HD 5242
C/K35943 & 25HD
CREW CAB - CHASSIS CAB

**General35943**

## C/K 36(0/4)03 Regular Cab (Option ZW9)

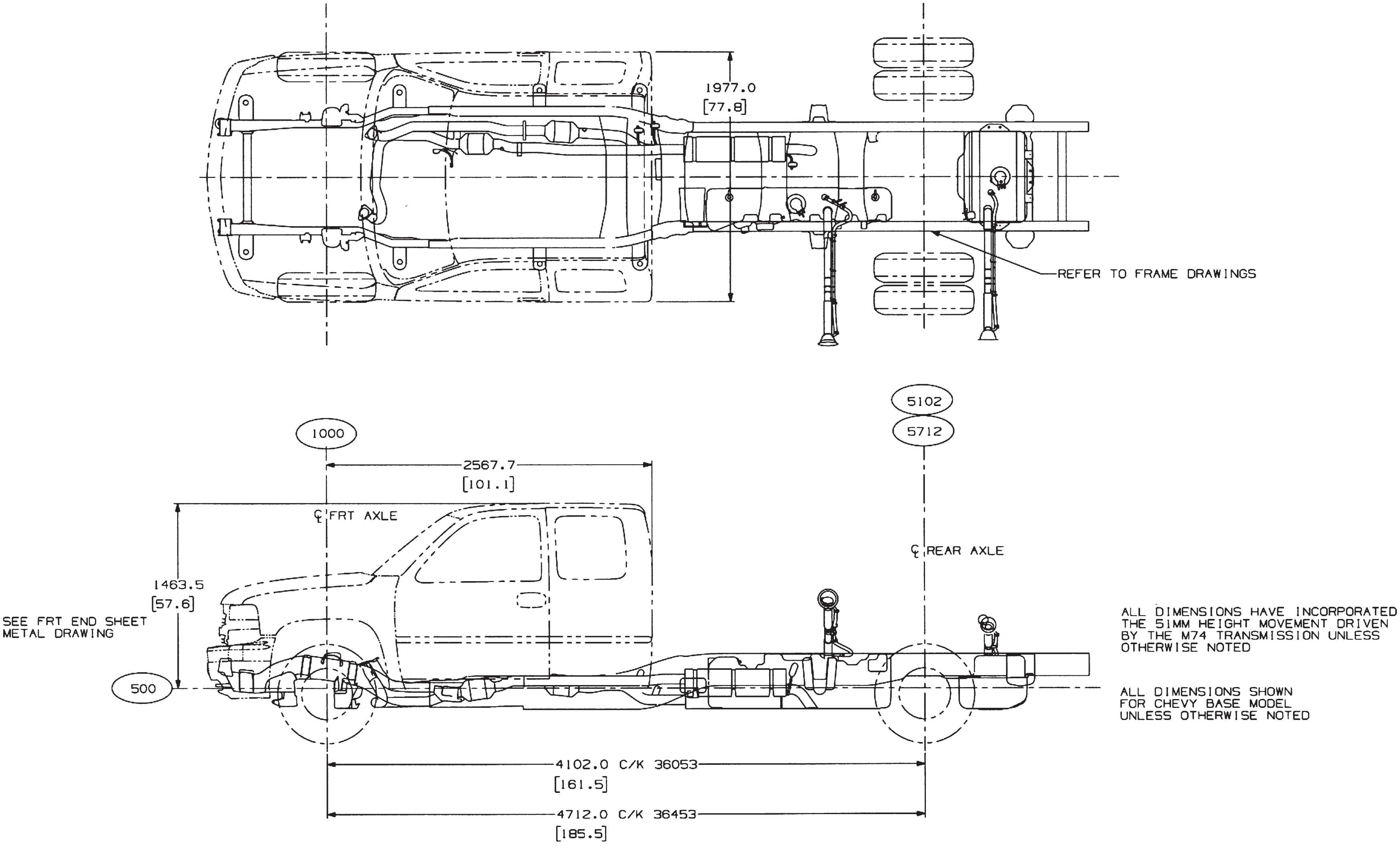

1975.1
[77.8]
REFER TO FRAME DRAWINGS
1000
4480
5102
℄ FRT AXLE
1944.5
[76.6]
℄ REAR AXLE
1461.4
[57.5]
SEE FRT END SHEET METAL DRAWING
500
3480.0 C/K 36003
[137.0]
4102.0 C/K 36403
[161.5]

ALL DIMENSIONS HAVE INCORPORATED THE 51MM HEIGHT MOVEMENT DRIVEN BY THE M74 TRANSMISSION UNLESS OTHERWISE NOTED

ALL DIMENSIONS SHOWN FOR CHEVY BASE MODEL UNLESS OTHERWISE NOTED

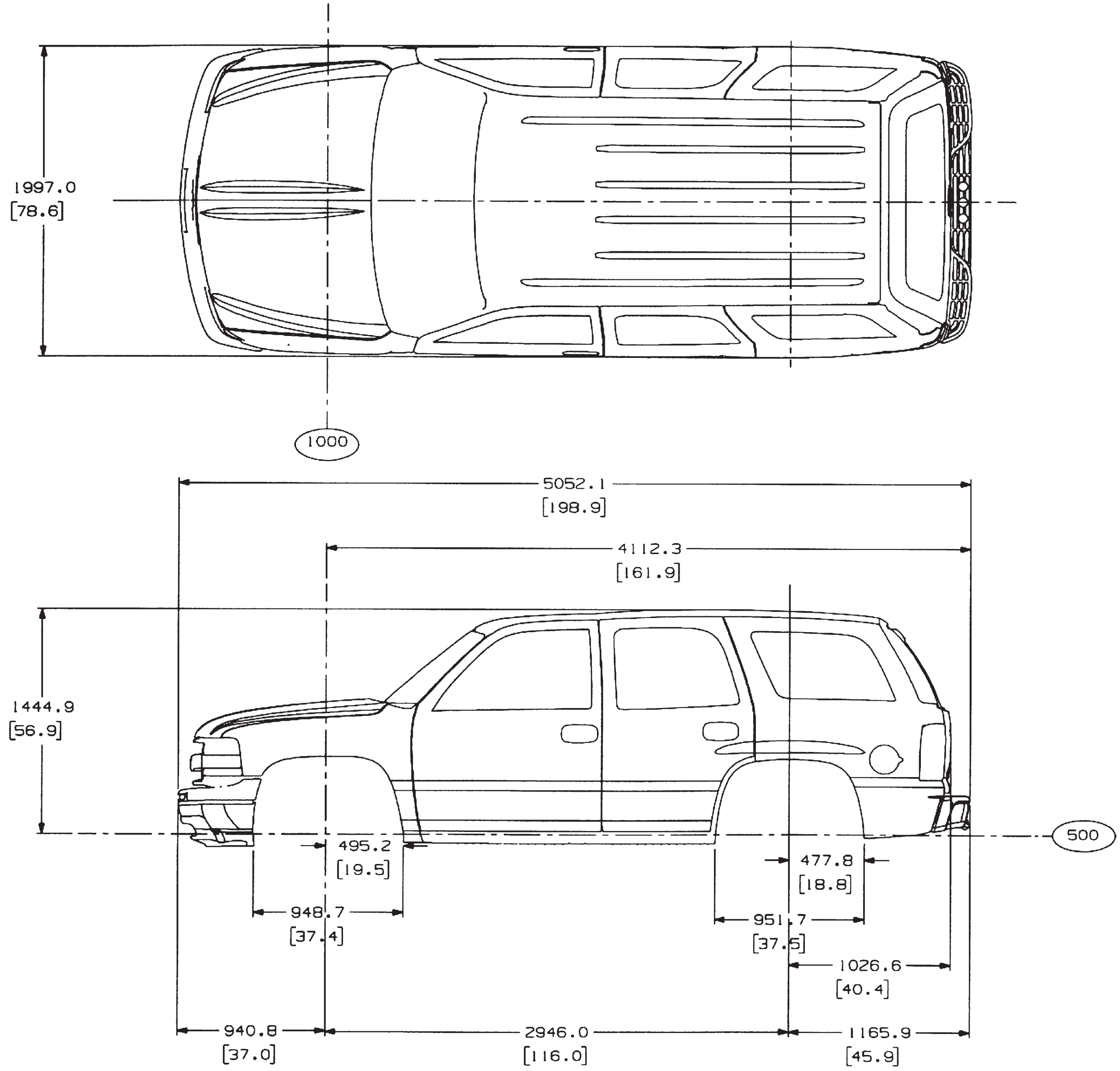
**TX005572**

## C/K 36(0/4)53 Extended Cab (Option ZW9)


1977.0
[77.8]
REFER TO FRAME DRAWINGS
5102
5712
1000
2567.7
[101.1]
℄ FRT AXLE
℄ REAR AXLE
1463.5
[57.6]
SEE FRT END SHEET METAL DRAWING
500
ALL DIMENSIONS HAVE INCORPORATED THE 51MM HEIGHT MOVEMENT DRIVEN BY THE M74 TRANSMISSION UNLESS OTHERWISE NOTED
ALL DIMENSIONS SHOWN FOR CHEVY BASE MODEL UNLESS OTHERWISE NOTED
4102.0 C/K 36053
[161.5]
4712.0 C/K 36453
[185.5]

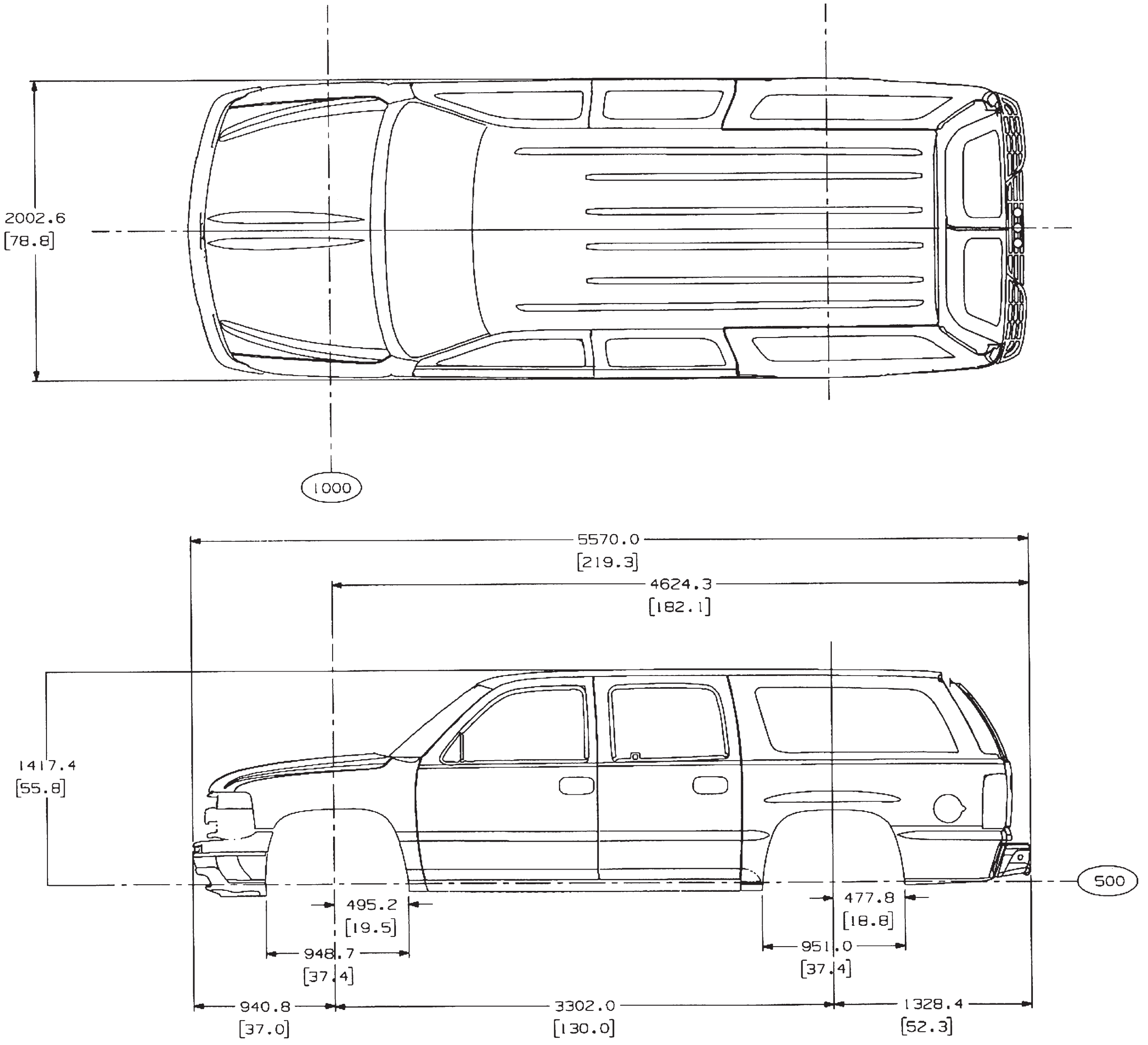
**TX005573**

## C/K 15706 Tahoe/Yukon


1997.0
[78.6]
1000
5052.1
[198.9]
4112.3
[161.9]
1444.9
[56.9]
500
495.2
[19.5]
477.8
[18.8]
948.7
[37.4]
951.7
[37.5]
1026.6
[40.4]
940.8
[37.0]
2946.0
[116.0]
1165.9
[45.9]

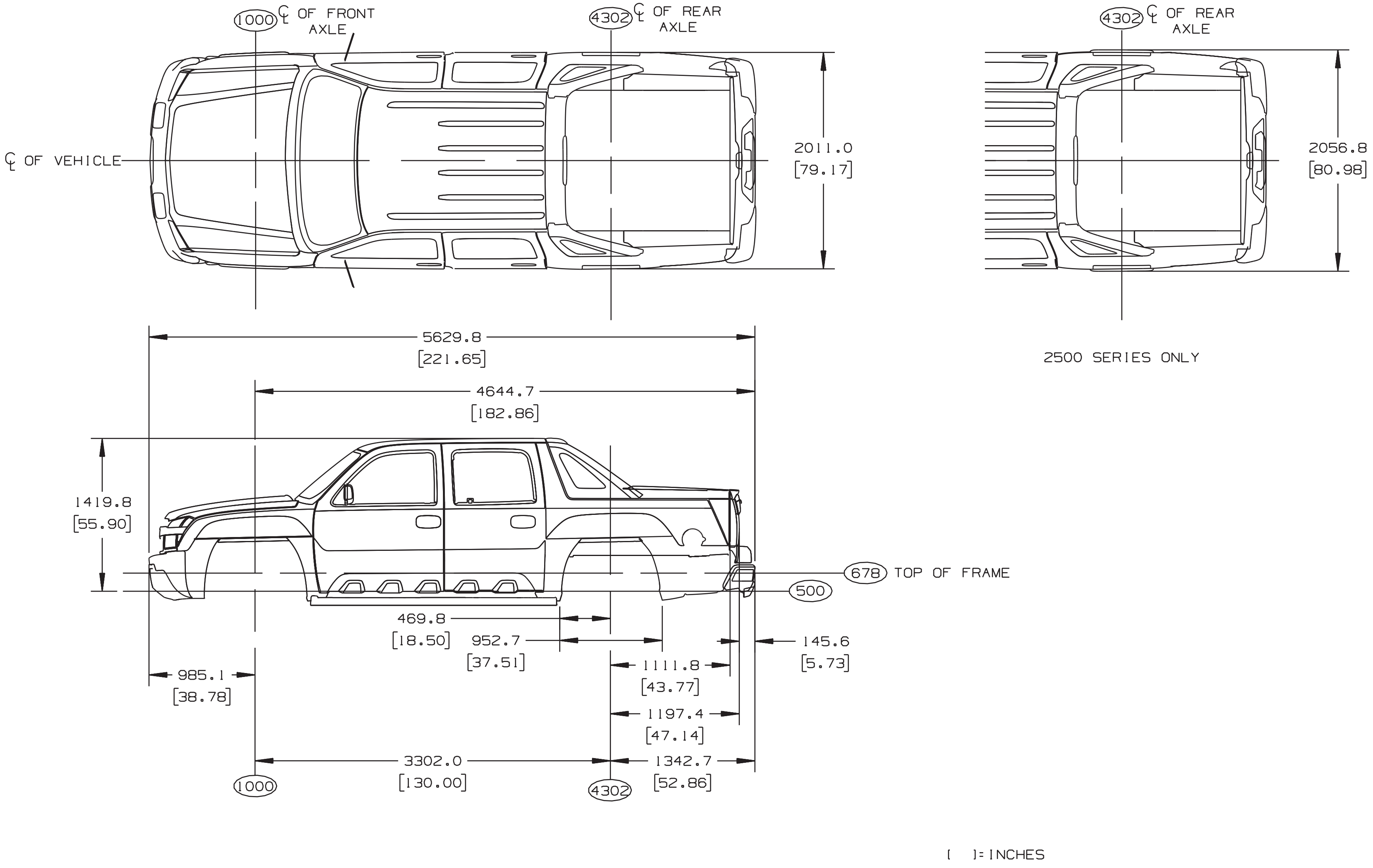
**TD005557**

## C/K (15/25)906 Suburban/Yukon XL


2002.6
[78.8]
1000
5570.0
[219.3]
4624.3
[182.1]
1417.4
[55.8]
500
495.2
[19.5]
477.8
[18.8]
948.7
[37.4]
951.0
[37.4]
940.8
[37.0]
3302.0
[130.0]
1328.4
[52.3]

**TD005558**

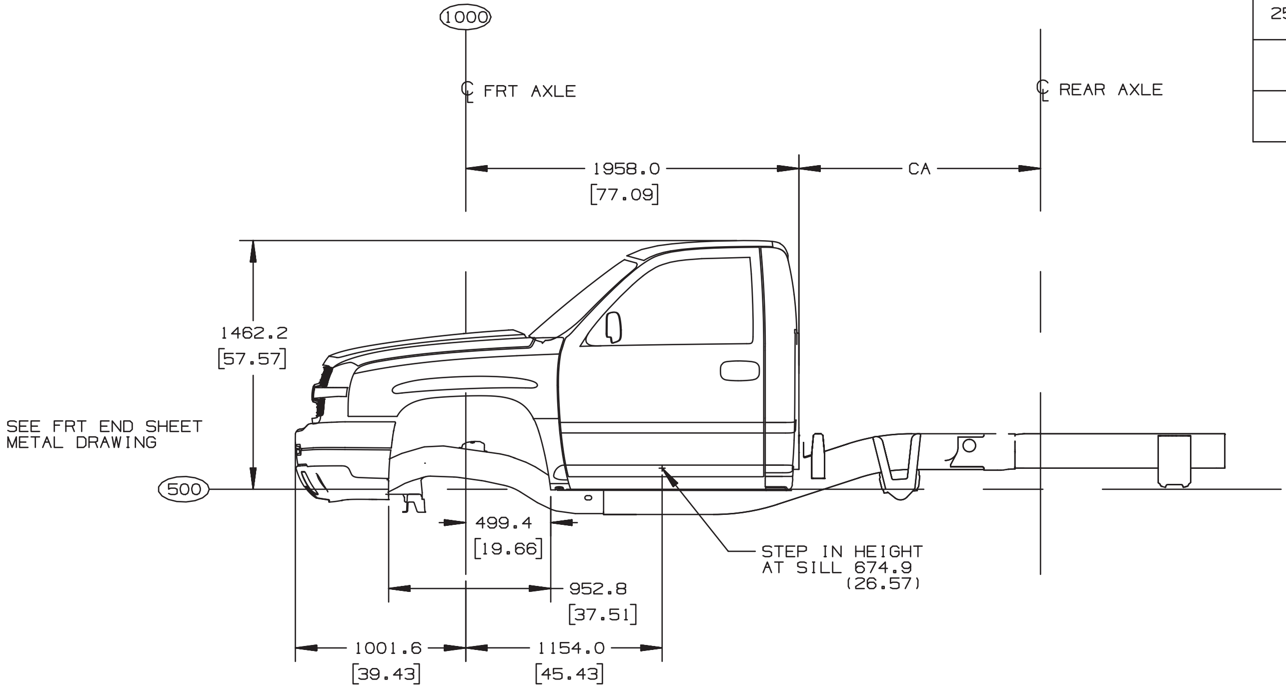
## C/K (15/25)936 Avalanche


1000
℄ OF FRONT AXLE
4302
℄ OF REAR AXLE
4302
℄ OF REAR AXLE
℄ OF VEHICLE
2011.0
[79.17]
2056.8
[80.98]
5629.8
[221.65]
2500 SERIES ONLY
4644.7
[182.86]
1419.8
[55.90]
678 TOP OF FRAME
500
469.8
[18.50]
952.7
[37.51]
145.6
[5.73]
985.1
[38.78]
1111.8
[43.77]
1197.4
[47.14]
3302.0
[130.00]
1342.7
[52.86]
1000
4302
[ ]= INCHES

TD005701a

## C/K (25HD/35/36) Regular Cab CA's

| MODEL | WHEEL BASE | CA |
|---|---|---|
| 25/35903 | 3378.0<br>(133.00) | 1420.0<br>(55.90) |
| 36003 | 3480.0<br>(137.00) | 1522.0<br>(59.90) |
| 36403 | 4102.0<br>(161.50) | 2144.0<br>(84.40) |


1000
℄ FRT AXLE
℄ REAR AXLE
1958.0
[77.09]
CA
1462.2
[57.57]
SEE FRT END SHEET
METAL DRAWING
500
499.4
[19.66]
STEP IN HEIGHT
AT SILL 674.9
(26.57)
952.8
[37.51]
1001.6
[39.43]
1154.0
[45.43]

ALL DIMENSIONS HAVE INCORPORATED THE 51MM HEIGHT MOVEMENT DRIVEN BY THE M74 TRANSMISSION UNLESS OTHERWISE NOTED

ALL DIMENSIONS SHOWN FOR CHEVY BASE MODEL UNLESS OTHERWISE NOTED

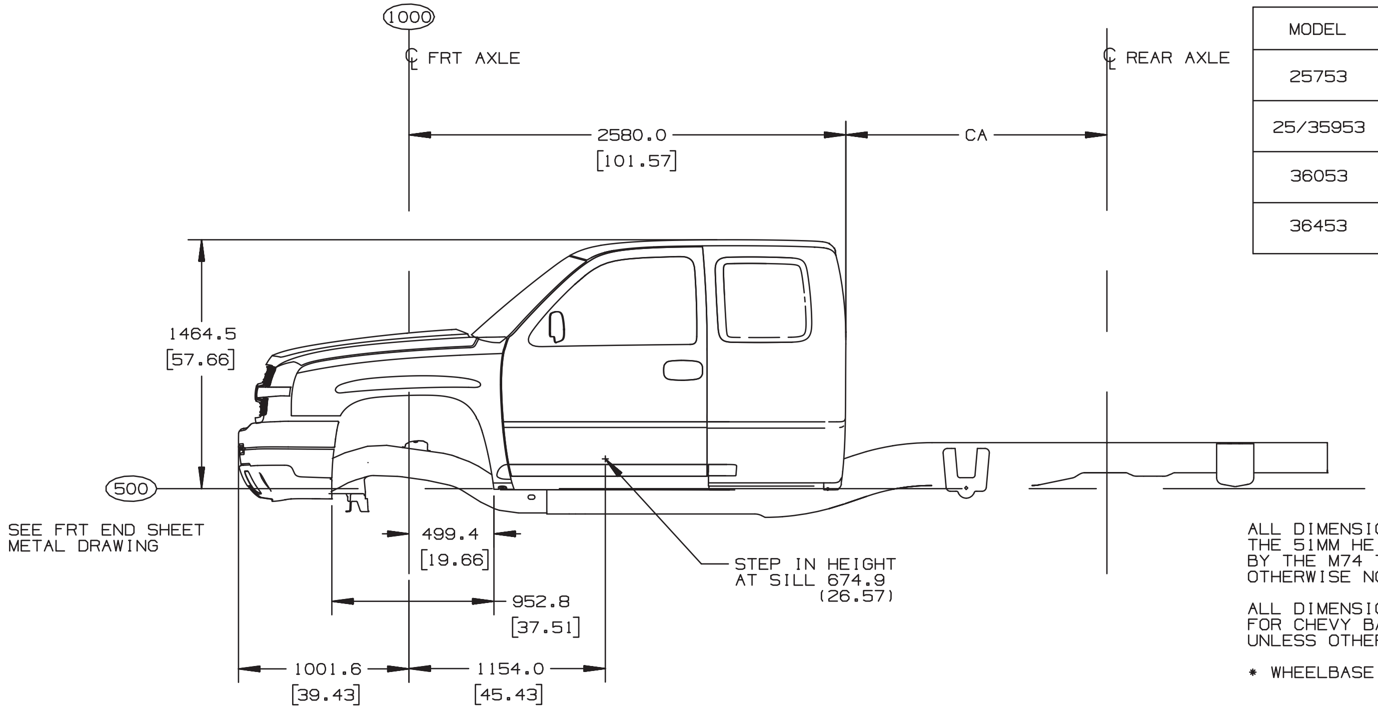
* WHEELBASE AVAILABLE

GMT 800 MCE 2003
C/K(25HD/35/36) REG CAB CA'S

[ ] = INCHES

**TD006030a**

## C/K (25HD/35/36) Extended Cab CA's


1000
℄ FRT AXLE
℄ REAR AXLE
2580.0
[101.57]
CA
1464.5
[57.66]
500
SEE FRT END SHEET
METAL DRAWING
499.4
[19.66]
952.8
[37.51]
STEP IN HEIGHT
AT SILL 674.9
(26.57)
1001.6
[39.43]
1154.0
[45.43]

| MODEL | WHEEL BASE | CA |
|---|---|---|
| 25753 | 3645.0<br>(143.50) | 1065.0<br>(41.90) |
| 25/35953 | 4000.0<br>(157.00) | 1420.0<br>(55.90) |
| 36053 | 4102.0<br>(161.50) | 1522.0<br>(59.90) |
| 36453 | 4712.0<br>(185.50) | 2132.0<br>(83.90) |

ALL DIMENSIONS HAVE INCORPORATED THE 51MM HEIGHT MOVEMENT DRIVEN BY THE M74 TRANSMISSION UNLESS OTHERWISE NOTED

ALL DIMENSIONS SHOWN FOR CHEVY BASE MODEL UNLESS OTHERWISE NOTED

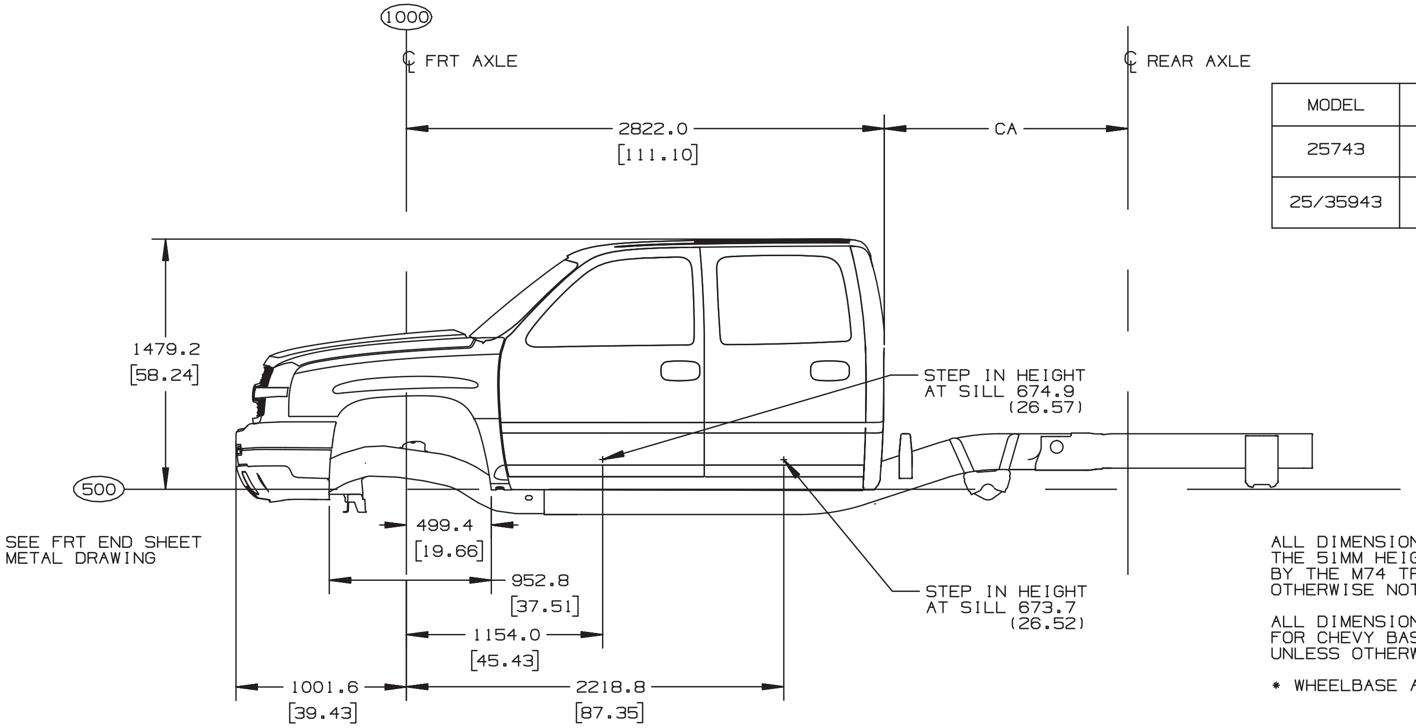
* WHEELBASE AVAILABLE

GMT 800 MCE 2003
C/K(25HD/35/36) EXT CAB CA'S

[ ] = INCHES

**TD006030b**

## C/K (25HD/35) Crew Cab CA's


1000
℄ FRT AXLE
℄ REAR AXLE
2822.0
[111.10]
CA
1479.2
[58.24]
500
SEE FRT END SHEET METAL DRAWING
STEP IN HEIGHT AT SILL 674.9 (26.57)
STEP IN HEIGHT AT SILL 673.7 (26.52)
499.4
[19.66]
952.8
[37.51]
1154.0
[45.43]
1001.6
[39.43]
2218.8
[87.35]

| MODEL | WHEEL BASE | CA |
|---|---|---|
| 25743 | 3887.0<br>(153.00) | 1064.0<br>(41.90) |
| 25/35943 | 4242.0<br>(167.00) | 1420.0<br>(55.90) |

ALL DIMENSIONS HAVE INCORPORATED THE 51MM HEIGHT MOVEMENT DRIVEN BY THE M74 TRANSMISSION UNLESS OTHERWISE NOTED

ALL DIMENSIONS SHOWN FOR CHEVY BASE MODEL UNLESS OTHERWISE NOTED

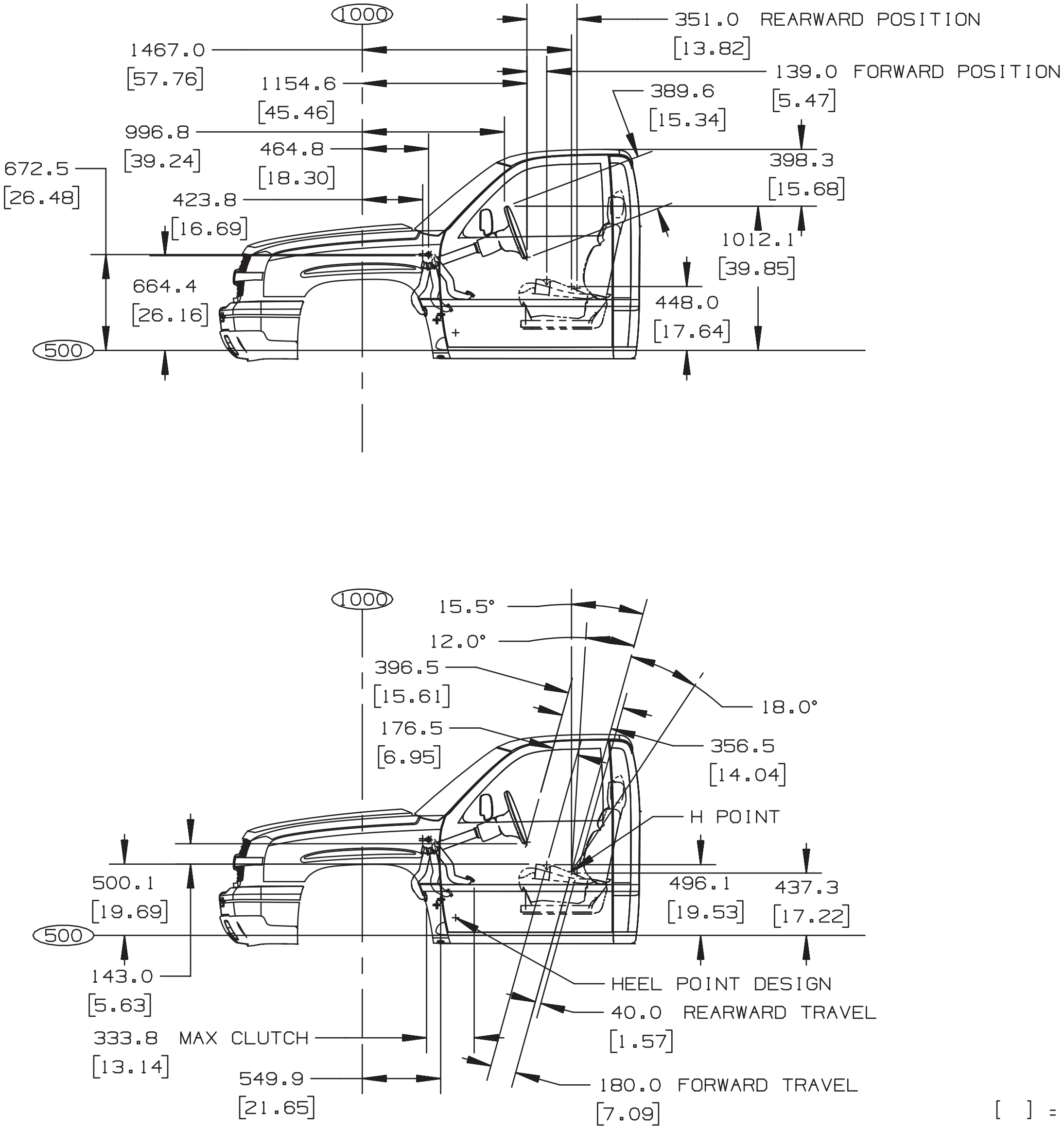
* WHEELBASE AVAILABLE

GMT 800 MCE 2003
C/K(25HD/35) CREW CAB CA'S

[ ] = INCHES

TD006030c

## C/K (15/25) Regular Cab Interior

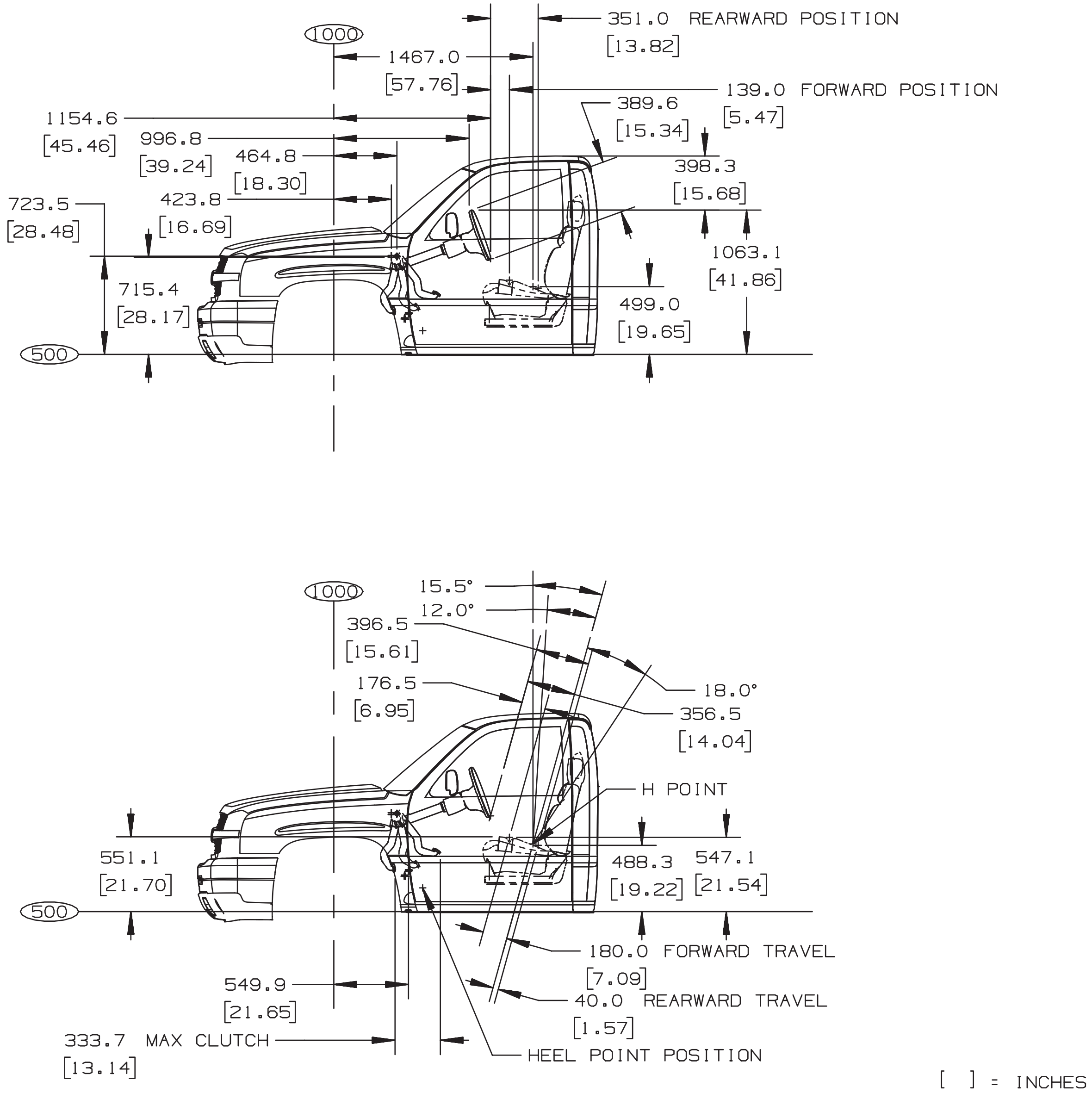


1000
1467.0
[57.76]
1154.6
[45.46]
996.8
[39.24]
464.8
[18.30]
672.5
[26.48]
423.8
[16.69]
664.4
[26.16]
500
351.0 REARWARD POSITION
[13.82]
139.0 FORWARD POSITION
[5.47]
389.6
[15.34]
398.3
[15.68]
1012.1
[39.85]
448.0
[17.64]
1000
15.5°
12.0°
396.5
[15.61]
176.5
[6.95]
18.0°
356.5
[14.04]
H POINT
500.1
[19.69]
496.1
[19.53]
437.3
[17.22]
500
143.0
[5.63]
HEEL POINT DESIGN
40.0 REARWARD TRAVEL
[1.57]
333.8 MAX CLUTCH
[13.14]
549.9
[21.65]
180.0 FORWARD TRAVEL
[7.09]

[ ] = INCHES

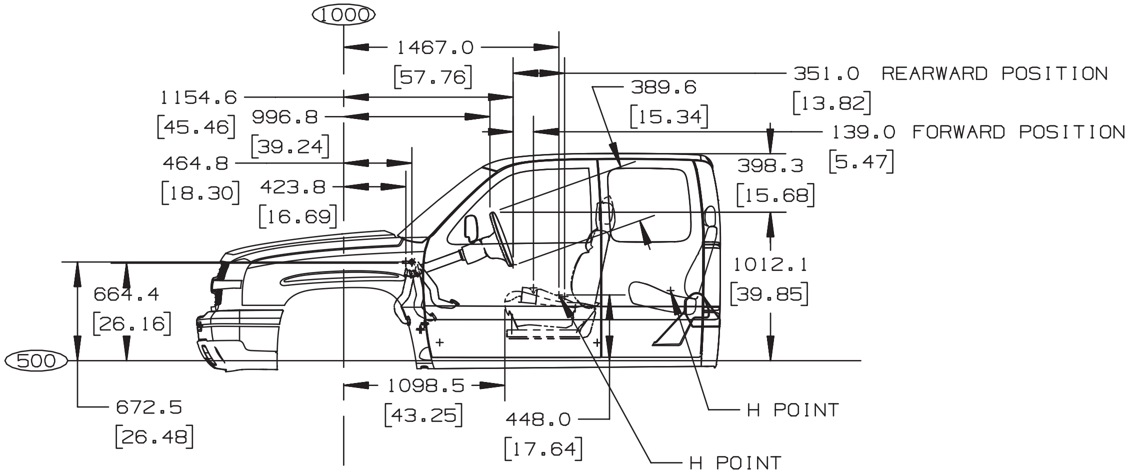
**TD006036a**

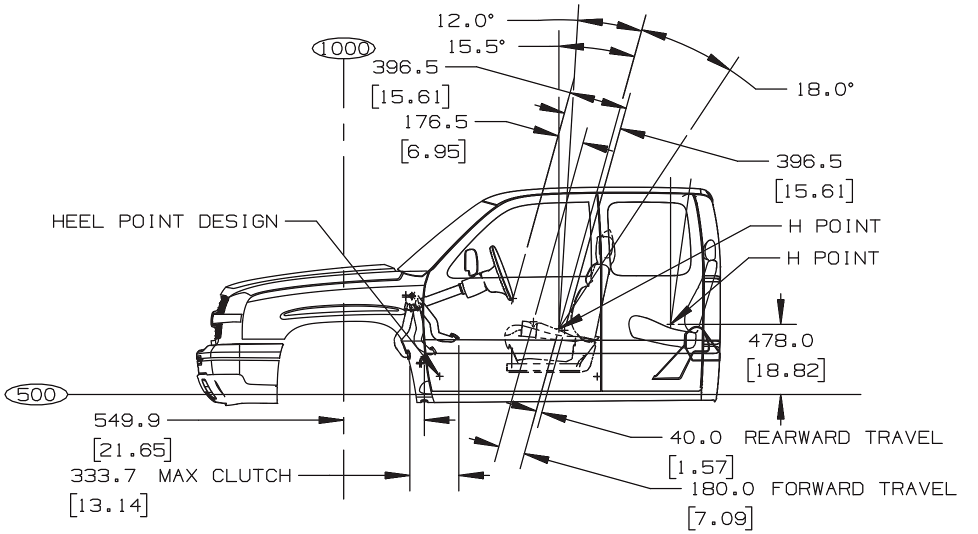
## C/K (25HD/35/36) Regular Cab Interior


351.0 REARWARD POSITION
[13.82]
1000
1467.0
[57.76]
139.0 FORWARD POSITION
[5.47]
1154.6
[45.46]
389.6
[15.34]
996.8
[39.24]
464.8
[18.30]
398.3
[15.68]
723.5
[28.48]
423.8
[16.69]
1063.1
[41.86]
715.4
[28.17]
499.0
[19.65]
500
1000
15.5°
12.0°
396.5
[15.61]
176.5
[6.95]
18.0°
356.5
[14.04]
H POINT
551.1
[21.70]
488.3
[19.22]
547.1
[21.54]
500
180.0 FORWARD TRAVEL
[7.09]
549.9
[21.65]
40.0 REARWARD TRAVEL
[1.57]
333.7 MAX CLUTCH
[13.14]
HEEL POINT POSITION
[ ] = INCHES

TD006036b

## C/K (15/25) Extended Cab Interior

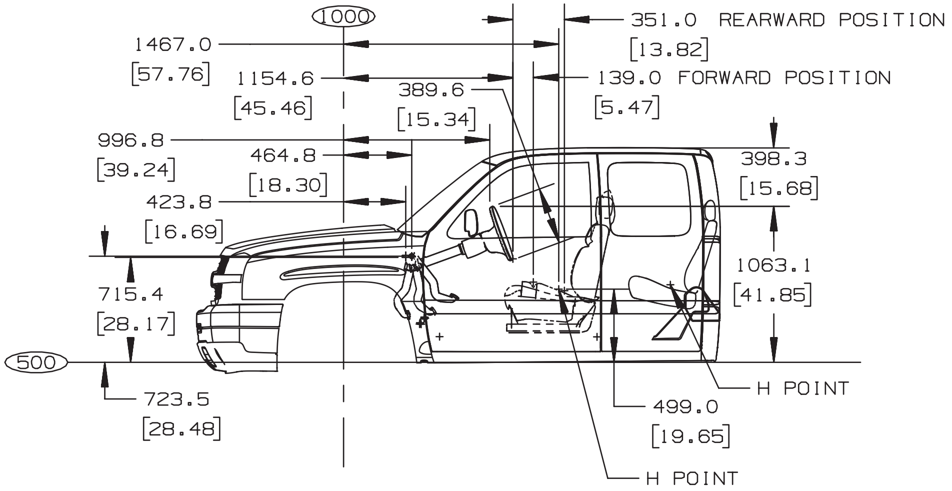

1000
1467.0
[57.76]
351.0 REARWARD POSITION
[13.82]
1154.6
[45.46]
996.8
[39.24]
389.6
[15.34]
139.0 FORWARD POSITION
[5.47]
464.8
[18.30]
423.8
[16.69]
398.3
[15.68]
1012.1
[39.85]
664.4
[26.16]
500
1098.5
[43.25]
672.5
[26.48]
448.0
[17.64]
H POINT
H POINT

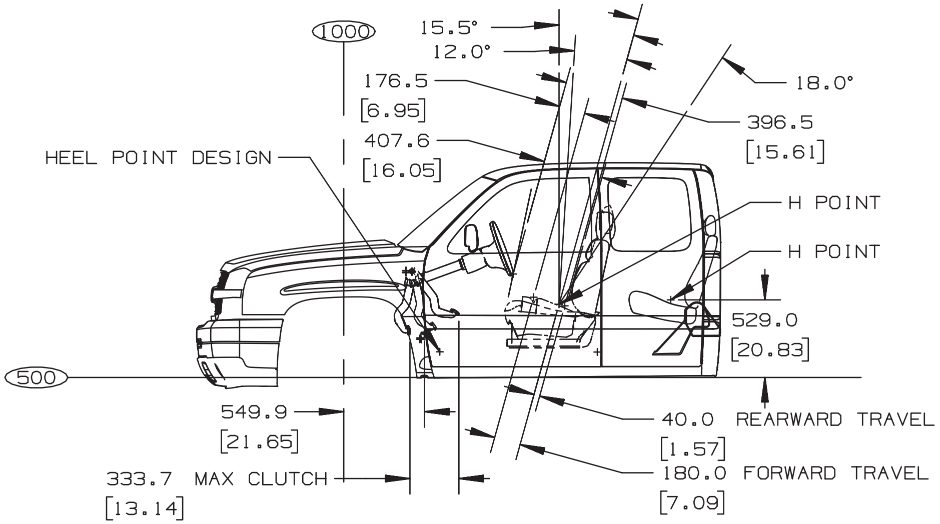

12.0°
15.5°
1000
396.5
[15.61]
18.0°
176.5
[6.95]
396.5
[15.61]
HEEL POINT DESIGN
H POINT
H POINT
478.0
[18.82]
500
549.9
[21.65]
333.7 MAX CLUTCH
[13.14]
40.0 REARWARD TRAVEL
[1.57]
180.0 FORWARD TRAVEL
[7.09]

[ ] = INCHES

**TD006036c**

## C/K (25HD/35/36) Extended Cab Interior

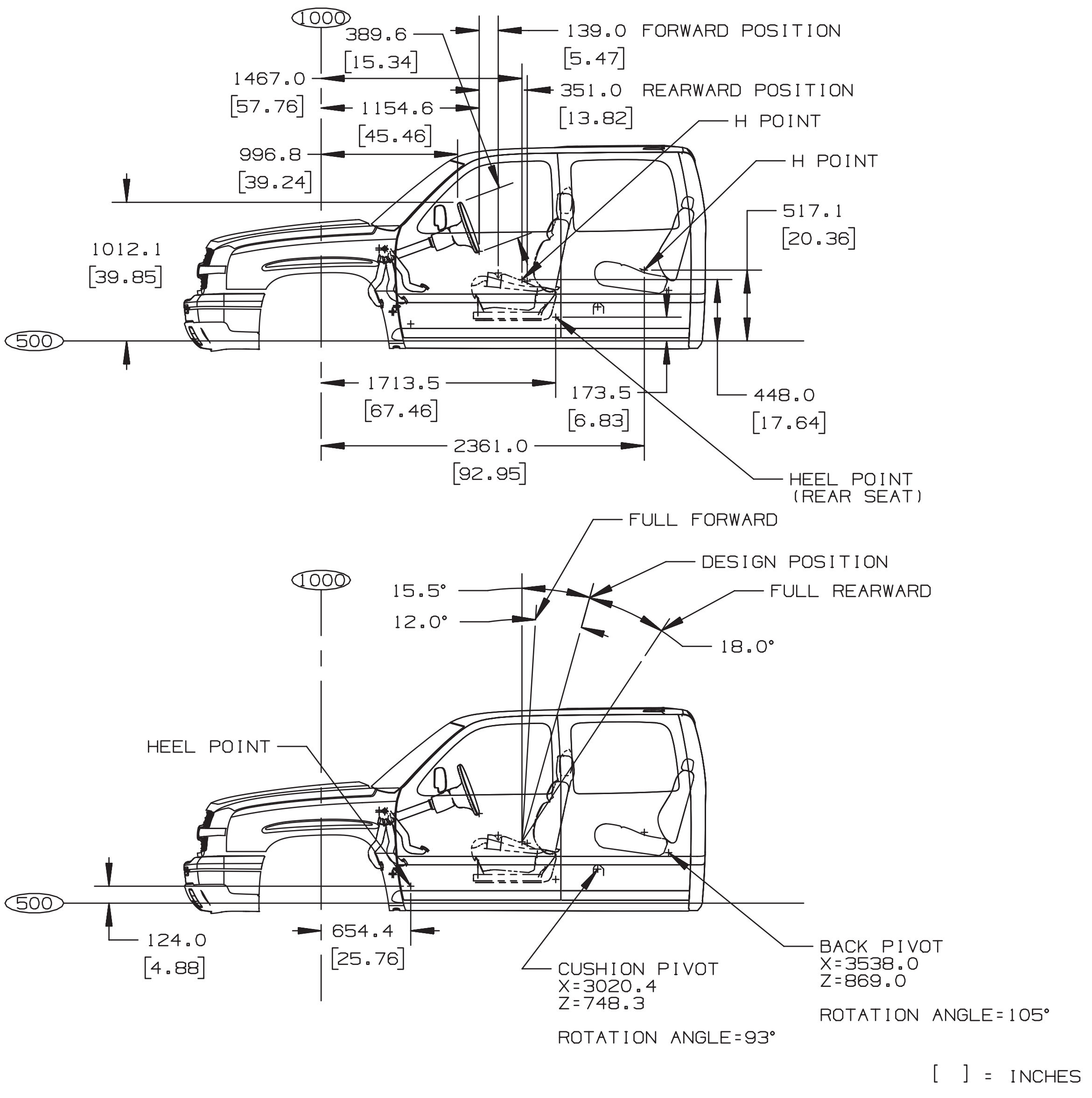

1000
351.0 REARWARD POSITION
[13.82]
1467.0
[57.76]
1154.6
[45.46]
389.6
[15.34]
139.0 FORWARD POSITION
[5.47]
996.8
[39.24]
464.8
[18.30]
398.3
[15.68]
423.8
[16.69]
1063.1
[41.85]
715.4
[28.17]
500
723.5
[28.48]
H POINT
499.0
[19.65]
H POINT


1000
15.5°
12.0°
176.5
[6.95]
18.0°
396.5
[15.61]
407.6
[16.05]
HEEL POINT DESIGN
H POINT
H POINT
529.0
[20.83]
500
549.9
[21.65]
40.0 REARWARD TRAVEL
[1.57]
333.7 MAX CLUTCH
[13.14]
180.0 FORWARD TRAVEL
[7.09]

[ ] = INCHES

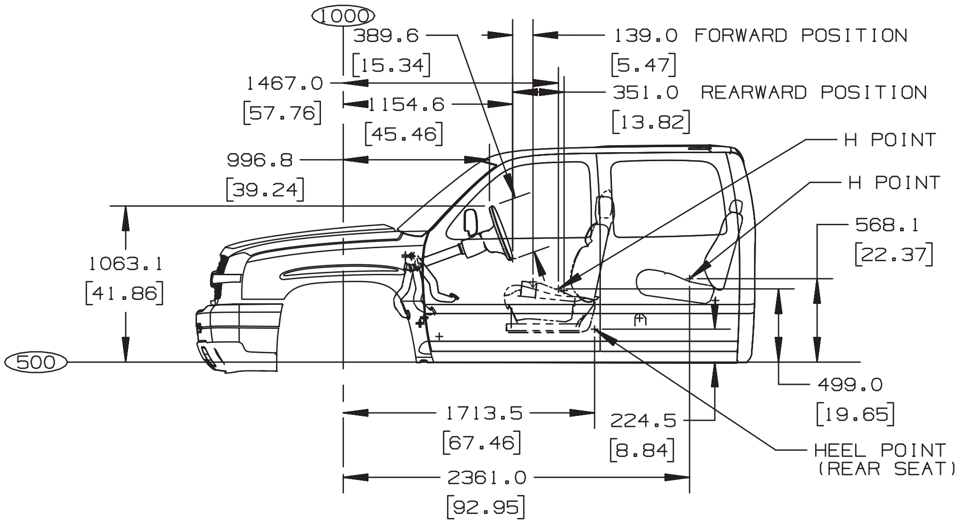
**TD006036d**

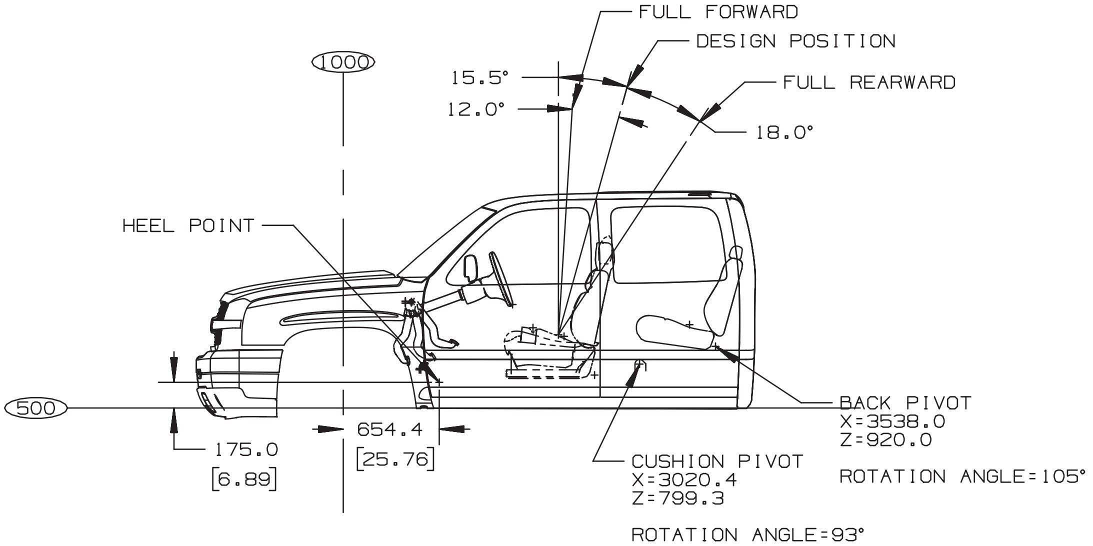
## C/K (15/25) Crew Cab Interior


1000
389.6
[15.34]
139.0 FORWARD POSITION
[5.47]
1467.0
[57.76]
1154.6
[45.46]
351.0 REARWARD POSITION
[13.82]
H POINT
H POINT
996.8
[39.24]
517.1
[20.36]
1012.1
[39.85]
500
1713.5
[67.46]
173.5
[6.83]
448.0
[17.64]
2361.0
[92.95]
HEEL POINT
(REAR SEAT)
FULL FORWARD
DESIGN POSITION
1000
15.5°
FULL REARWARD
12.0°
18.0°
HEEL POINT
500
124.0
[4.88]
654.4
[25.76]
CUSHION PIVOT
X=3020.4
Z=748.3
ROTATION ANGLE=93°
BACK PIVOT
X=3538.0
Z=869.0
ROTATION ANGLE=105°
[ ] = INCHES

TD006036e

## C/K (25HD/35/36) Crew Cab Interior

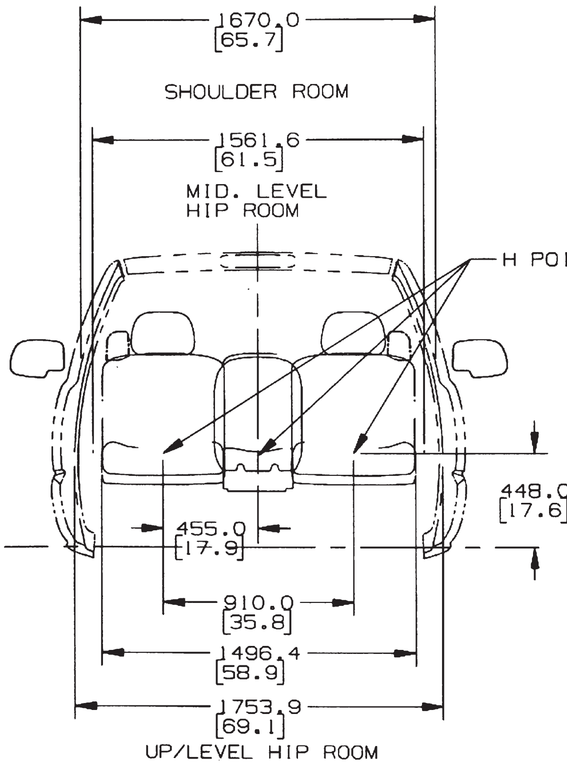

1000
389.6
[15.34]
139.0 FORWARD POSITION
[5.47]
1467.0
[57.76]
1154.6
[45.46]
351.0 REARWARD POSITION
[13.82]
H POINT
H POINT
996.8
[39.24]
568.1
[22.37]
1063.1
[41.86]
500
499.0
[19.65]
1713.5
[67.46]
224.5
[8.84]
HEEL POINT
(REAR SEAT)
2361.0
[92.95]


FULL FORWARD
DESIGN POSITION
1000
15.5°
FULL REARWARD
12.0°
18.0°
HEEL POINT
500
BACK PIVOT
X=3538.0
Z=920.0
654.4
[25.76]
175.0
[6.89]
CUSHION PIVOT
X=3020.4
Z=799.3
ROTATION ANGLE=105°
ROTATION ANGLE=93°

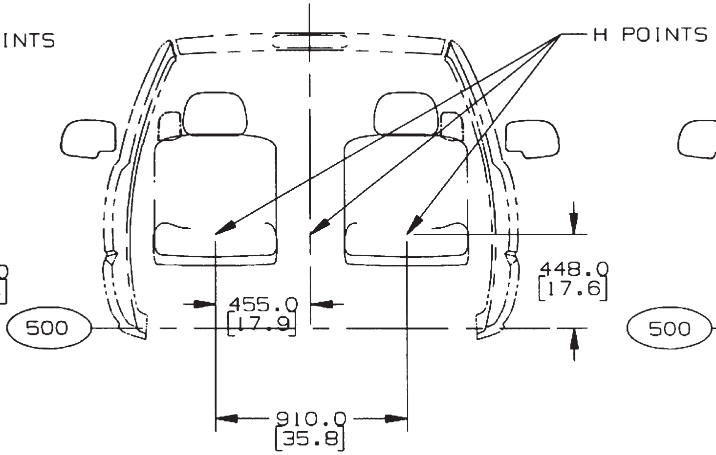
[ ] = INCHES

**TD006036f**

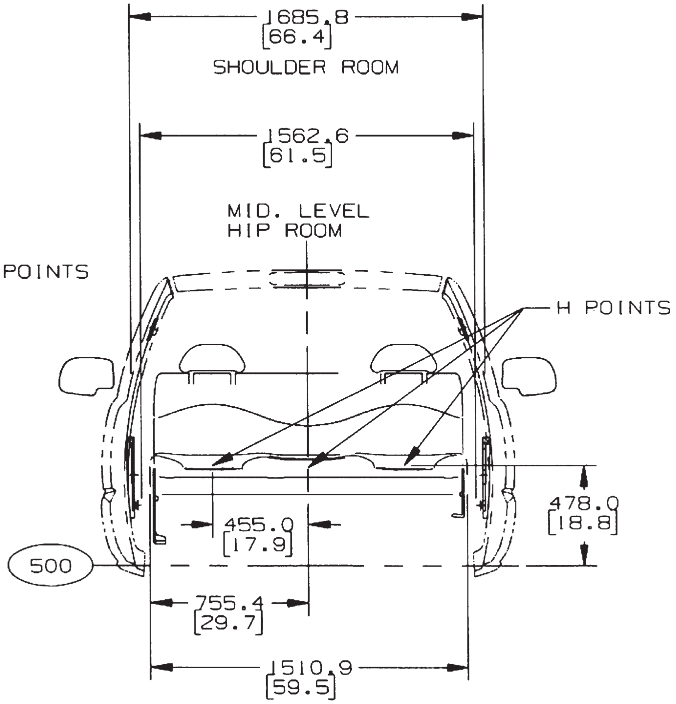
## C/K (15/25) Regular and Extended Cab Seating Positions


1670.0
[65.7]
SHOULDER ROOM
1561.6
[61.5]
MID. LEVEL
HIP ROOM
H POINTS
448.0
[17.6]
455.0
[17.9]
910.0
[35.8]
1496.4
[58.9]
1753.9
[69.1]
UP/LEVEL HIP ROOM

40/20/40 SEATS


H POINTS
448.0
[17.6]
500
455.0
[17.9]
910.0
[35.8]

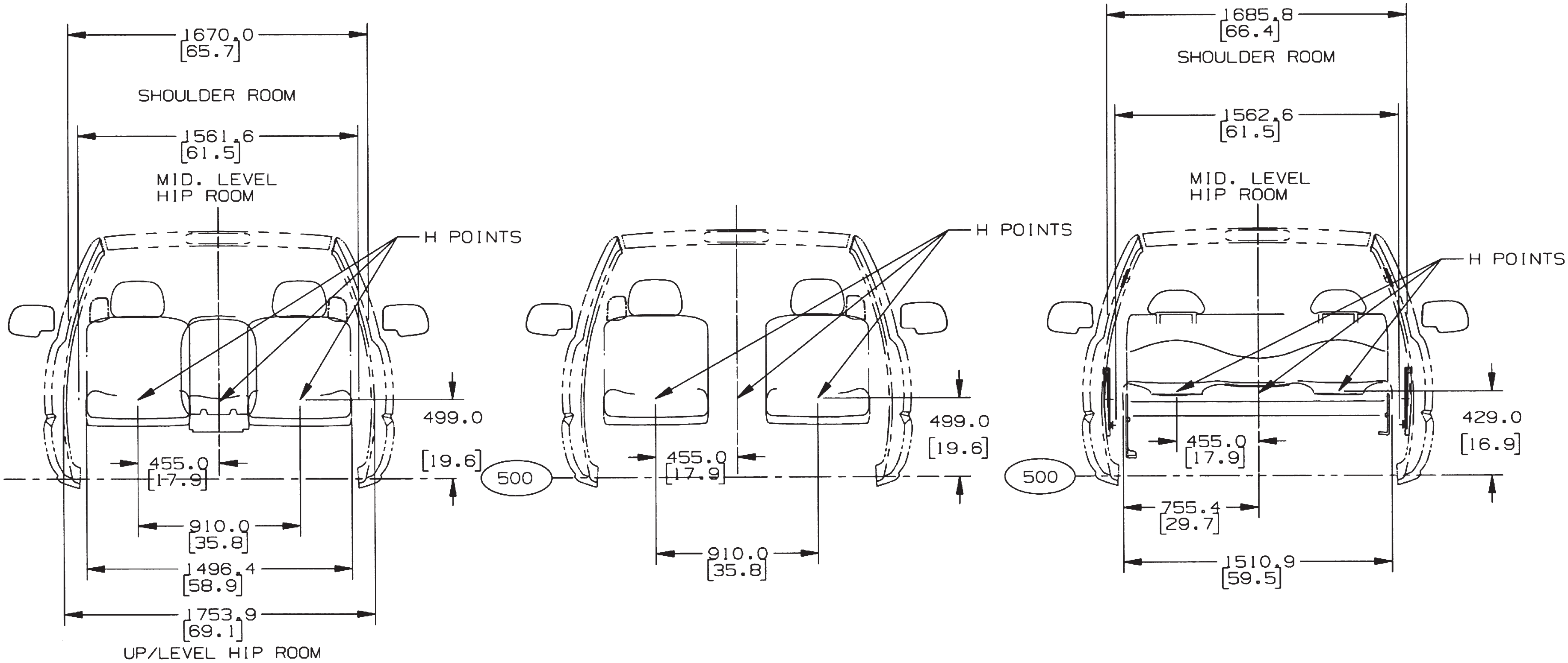
BUCKET SEAT


1685.8
[66.4]
SHOULDER ROOM
1562.6
[61.5]
MID. LEVEL
HIP ROOM
H POINTS
478.0
[18.8]
500
455.0
[17.9]
755.4
[29.7]
1510.9
[59.5]

REAR VIEW SHOWING
REAR SEATS FOR EXTENDED CAB

TD005545

## C/K (25HD/35/36) Regular and Extended Cab Seating Positions


1670.0
[65.7]
SHOULDER ROOM
1561.6
[61.5]
MID. LEVEL
HIP ROOM
H POINTS
499.0
[19.6]
455.0
[17.9]
910.0
[35.8]
1496.4
[58.9]
1753.9
[69.1]
UP/LEVEL HIP ROOM
500
H POINTS
499.0
[19.6]
455.0
[17.9]
910.0
[35.8]
1685.8
[66.4]
SHOULDER ROOM
1562.6
[61.5]
MID. LEVEL
HIP ROOM
H POINTS
429.0
[16.9]
500
455.0
[17.9]
755.4
[29.7]
1510.9
[59.5]

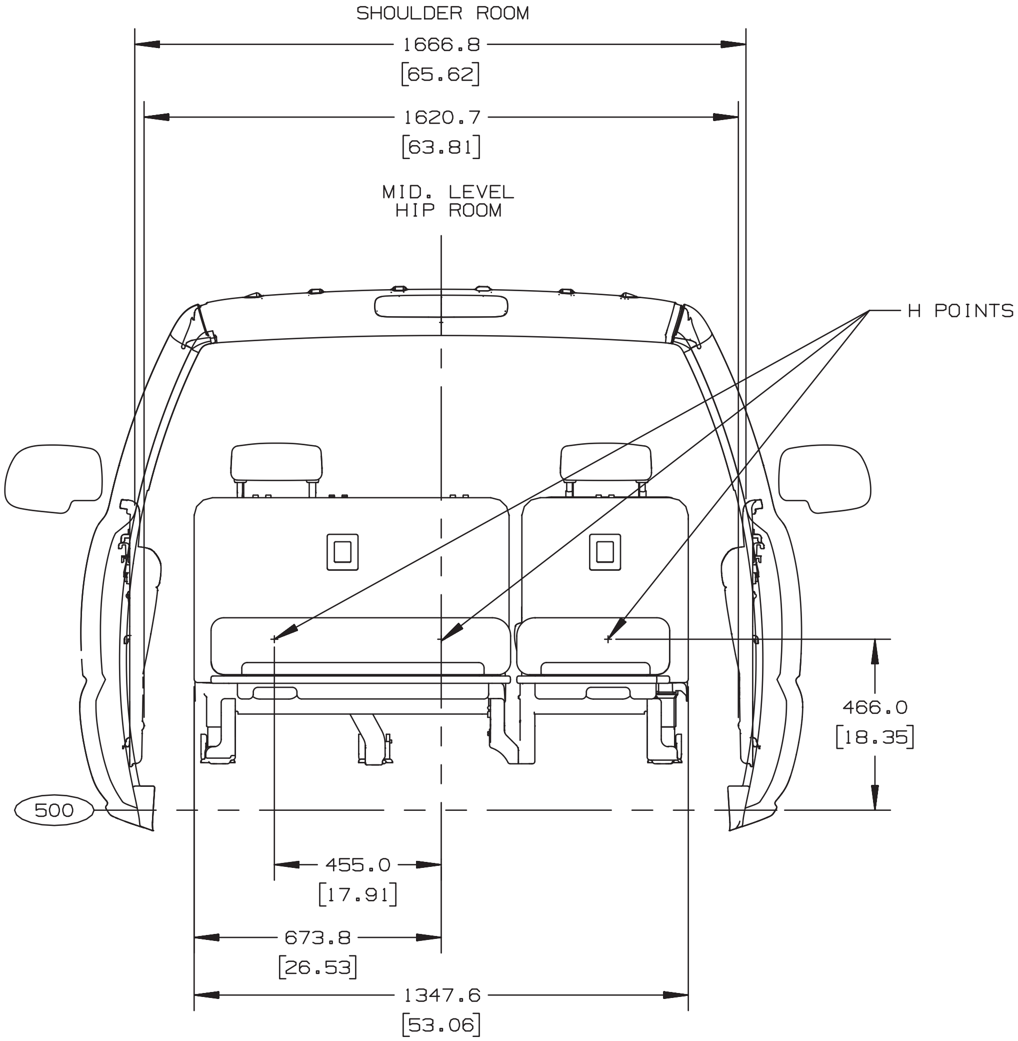
40/20/40 SEATS

BUCKET SEAT

REAR VIEW SHOWING
REAR SEATS FOR EXTENDED CAB

TD005545R

## C/K (15/25/25HD/35) (743/943) Crew Cab Second Row Seating Positions

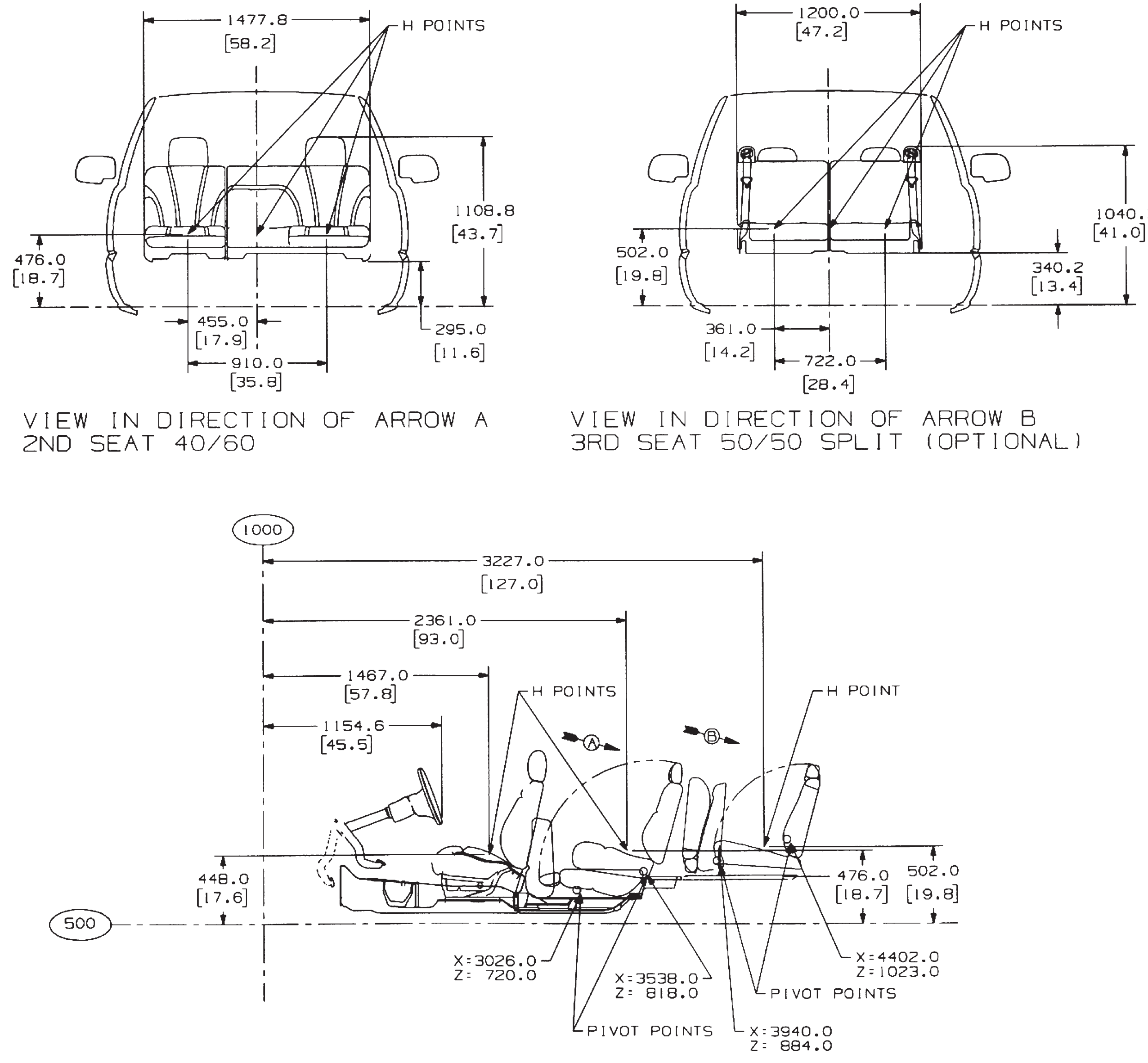

SHOULDER ROOM
1666.8
[65.62]
1620.7
[63.81]
MID. LEVEL
HIP ROOM
H POINTS
466.0
[18.35]
500
455.0
[17.91]
673.8
[26.53]
1347.6
[53.06]

REAR VIEW SHOWING
REAR SEATS FOR CREW CAB

[ ] = INCHES

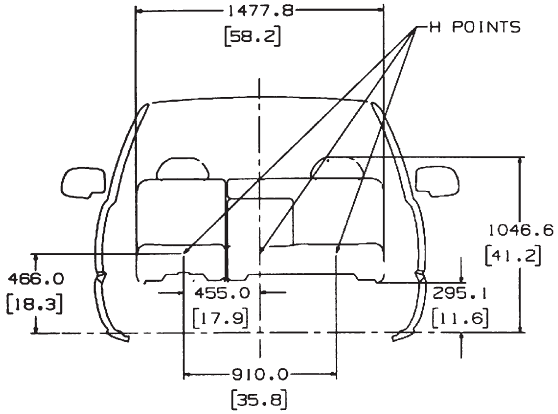
TD006068a

## C/K 15706 Seating Positions

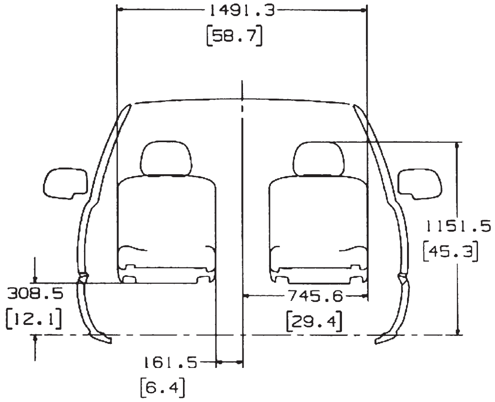

1477.8
[58.2]
H POINTS
1108.8
[43.7]
476.0
[18.7]
455.0
[17.9]
910.0
[35.8]
295.0
[11.6]
VIEW IN DIRECTION OF ARROW A
2ND SEAT 40/60
1200.0
[47.2]
H POINTS
1040.3
[41.0]
502.0
[19.8]
340.2
[13.4]
361.0
[14.2]
722.0
[28.4]
VIEW IN DIRECTION OF ARROW B
3RD SEAT 50/50 SPLIT (OPTIONAL)
1000
3227.0
[127.0]
2361.0
[93.0]
1467.0
[57.8]
1154.6
[45.5]
H POINTS
H POINT
A
B
448.0
[17.6]
500
476.0
[18.7]
502.0
[19.8]
X:3026.0
Z: 720.0
X:3538.0
Z: 818.0
X:4402.0
Z:1023.0
PIVOT POINTS
PIVOT POINTS
X:3940.0
Z: 884.0

**TD005562**

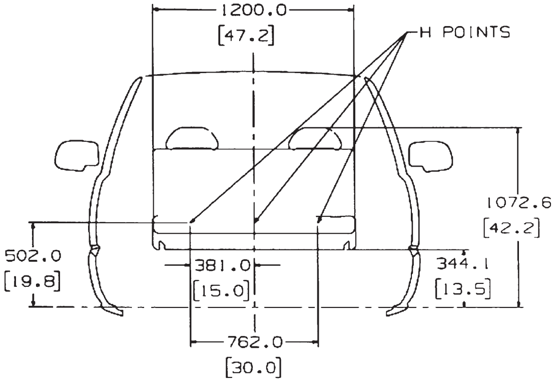
## C/K (15/25)906 Seating Positions


1477.8
[58.2]
H POINTS
1046.6
[41.2]
466.0
[18.3]
455.0
[17.9]
295.1
[11.6]
910.0
[35.8]

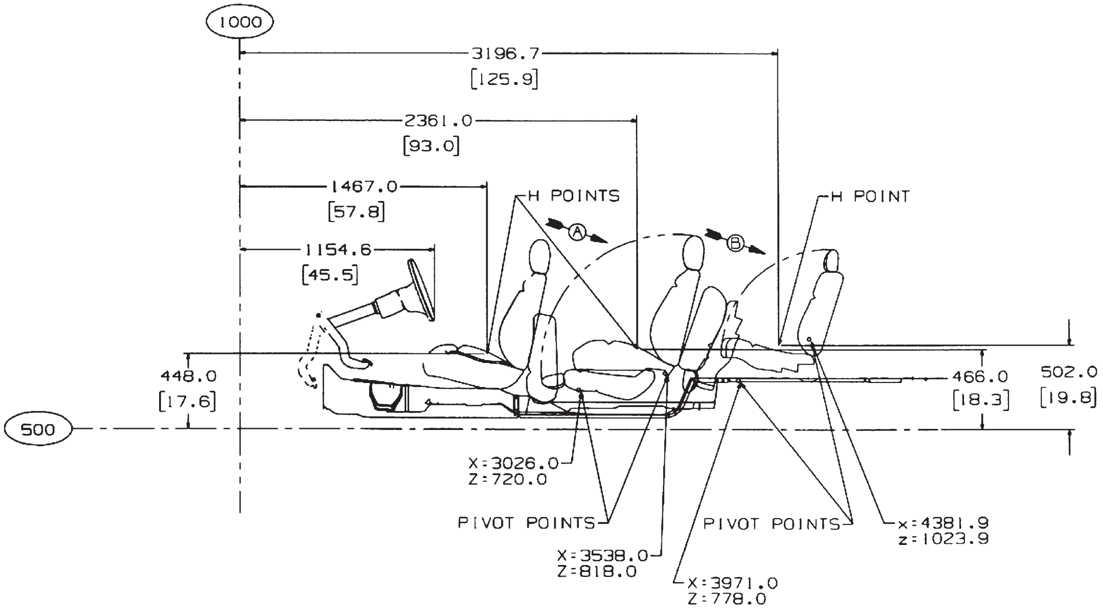
VIEW IN DIRECTION OF ARROW A
2ND SEAT 40/60


1491.3
[58.7]
1151.5
[45.3]
308.5
[12.1]
745.6
[29.4]
161.5
[6.4]

VIEW IN DIRECTION OF ARROW A
2ND SEAT "QUAD"

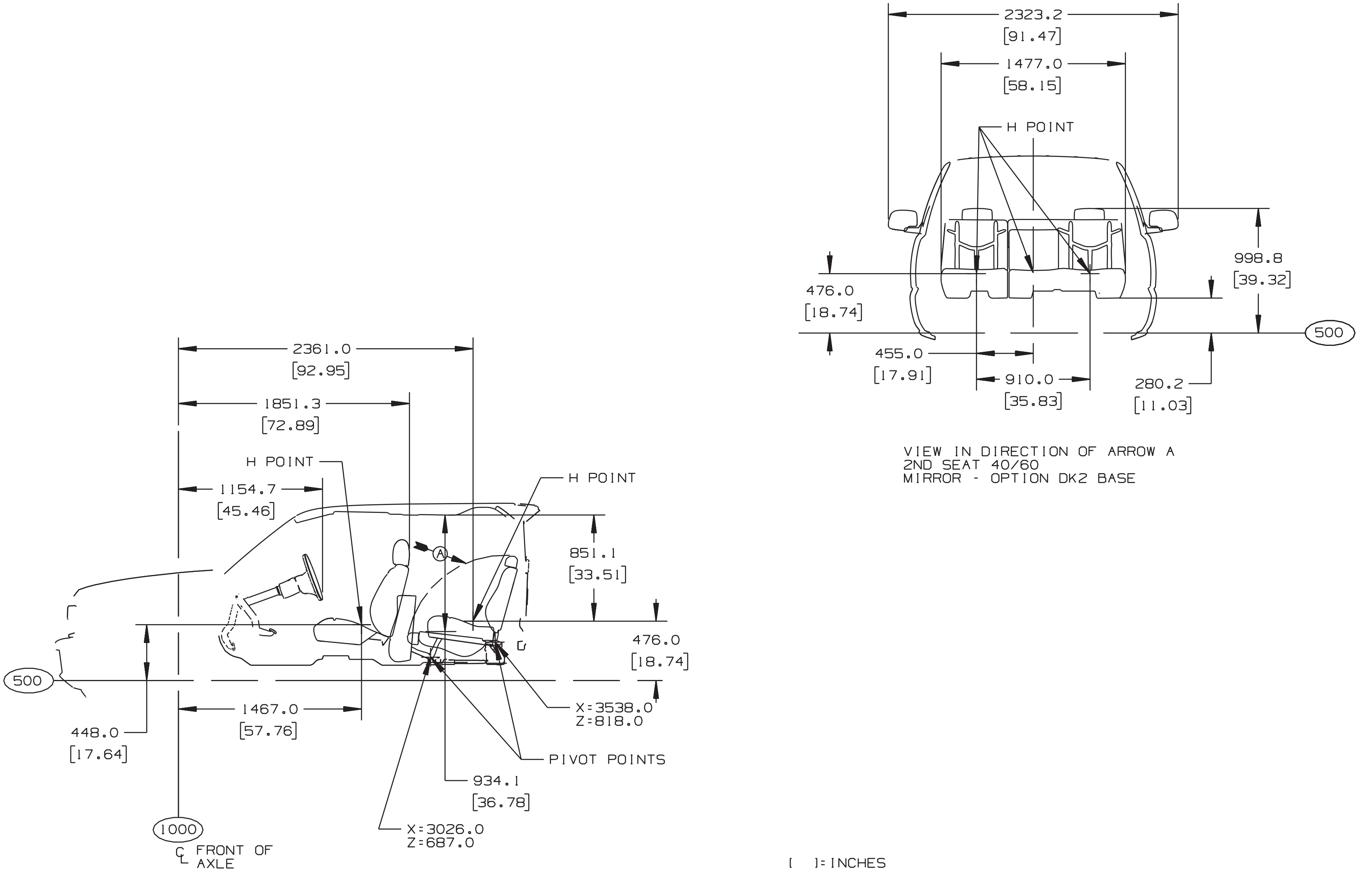

1200.0
[47.2]
H POINTS
1072.6
[42.2]
502.0
[19.8]
381.0
[15.0]
344.1
[13.5]
762.0
[30.0]

VIEW IN DIRECTION OF ARROW B
3RD SEAT


1000
3196.7
[125.9]
2361.0
[93.0]
1467.0
[57.8]
H POINTS
H POINT
1154.6
[45.5]
A
B
448.0
[17.6]
466.0
[18.3]
502.0
[19.8]
500
X:3026.0
Z:720.0
PIVOT POINTS
PIVOT POINTS
x:4381.9
z:1023.9
X:3538.0
Z:818.0
X:3971.0
Z:778.0

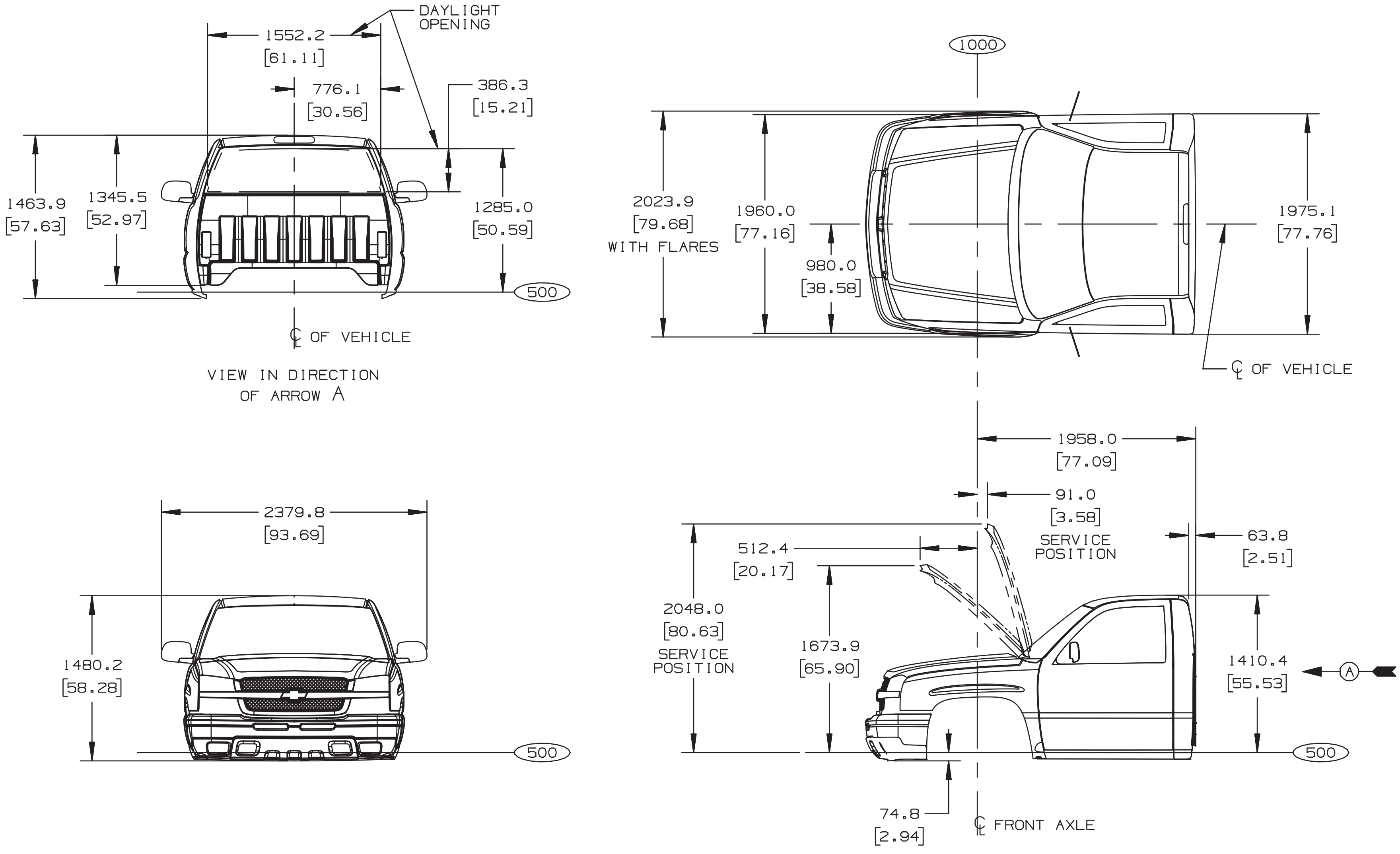
**TD005561**

## C/K (15/25)936 Seating Positions


2323.2
[91.47]
1477.0
[58.15]
H POINT
998.8
[39.32]
476.0
[18.74]
500
455.0
[17.91]
910.0
[35.83]
280.2
[11.03]
VIEW IN DIRECTION OF ARROW A
2ND SEAT 40/60
MIRROR - OPTION DK2 BASE
2361.0
[92.95]
1851.3
[72.89]
H POINT
H POINT
1154.7
[45.46]
A
851.1
[33.51]
476.0
[18.74]
500
1467.0
[57.76]
X:3538.0
Z:818.0
448.0
[17.64]
PIVOT POINTS
934.1
[36.78]
1000
℄ FRONT OF AXLE
X:3026.0
Z:687.0
[ ]: INCHES

TD005707

## C/K (15/25) Regular Cab Chevy Exterior

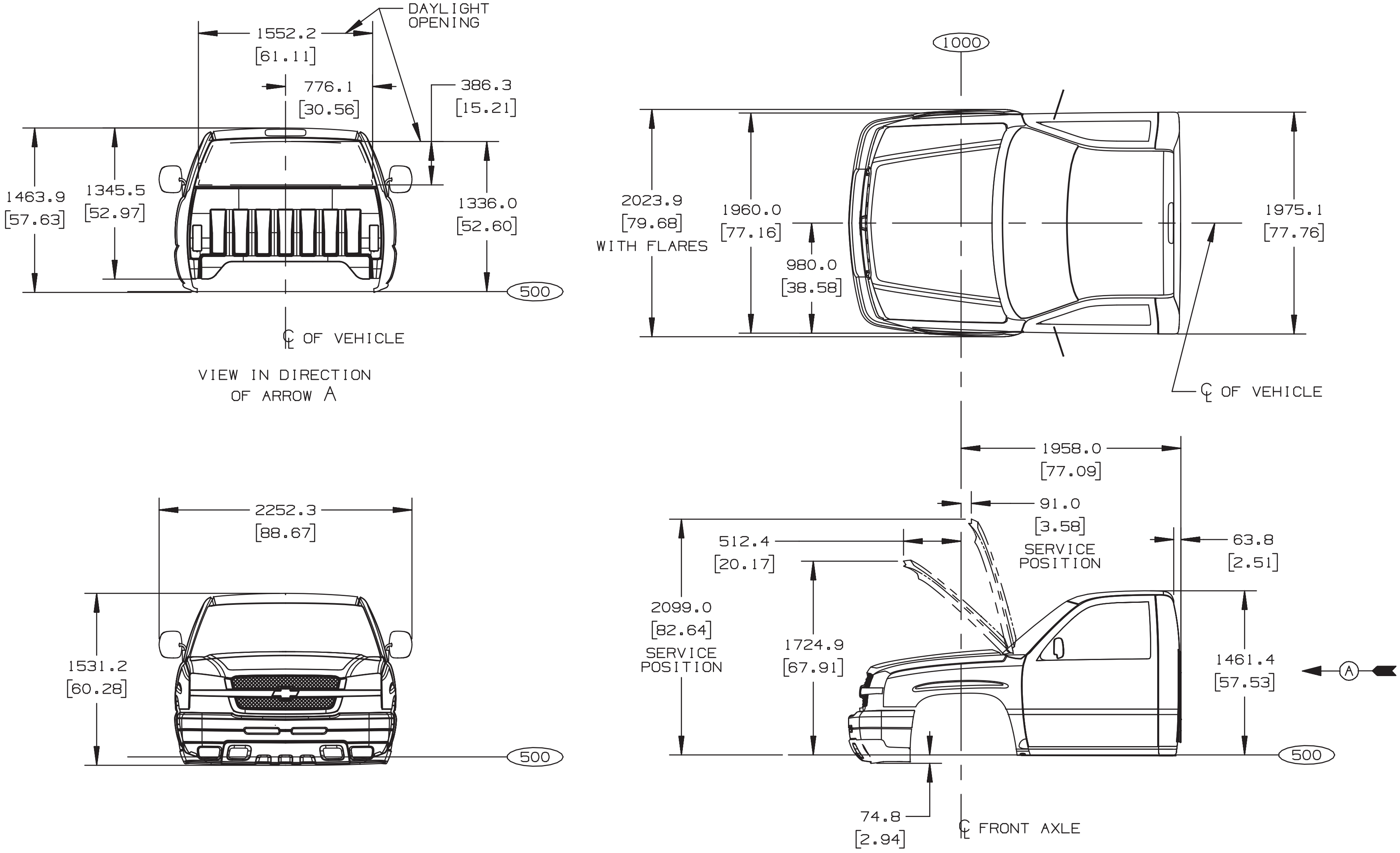

DAYLIGHT OPENING
1552.2
[61.11]
776.1
[30.56]
386.3
[15.21]
1463.9
[57.63]
1345.5
[52.97]
1285.0
[50.59]
500
℄ OF VEHICLE
VIEW IN DIRECTION OF ARROW A
1000
2023.9
[79.68]
WITH FLARES
1960.0
[77.16]
980.0
[38.58]
1975.1
[77.76]
℄ OF VEHICLE
1958.0
[77.09]
91.0
[3.58]
SERVICE POSITION
63.8
[2.51]
512.4
[20.17]
2048.0
[80.63]
SERVICE POSITION
1673.9
[65.90]
1410.4
[55.53]
A
500
74.8
[2.94]
℄ FRONT AXLE
2379.8
[93.69]
1480.2
[58.28]
500

C/K (15/25) REGULAR CAB EXTERIOR (CHEVY)

[ ] = INCHES

TD006010a

## C/K (25HD/35/36) Regular Cab Chevy Exterior

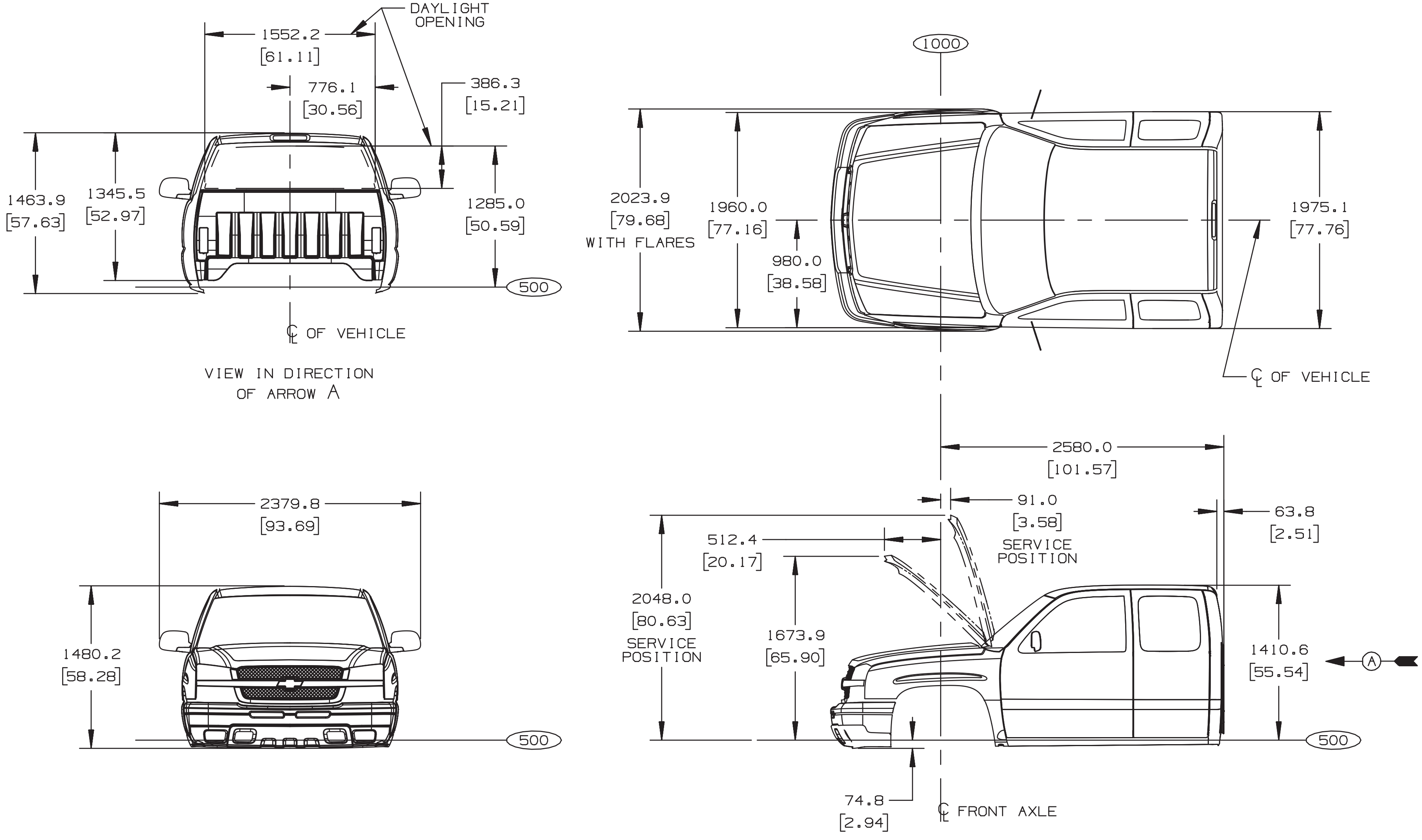

DAYLIGHT OPENING
1552.2
[61.11]
776.1
[30.56]
386.3
[15.21]
1463.9
[57.63]
1345.5
[52.97]
1336.0
[52.60]
500
℄ OF VEHICLE
VIEW IN DIRECTION OF ARROW A
1000
2023.9
[79.68]
WITH FLARES
1960.0
[77.16]
980.0
[38.58]
1975.1
[77.76]
℄ OF VEHICLE
2252.3
[88.67]
1531.2
[60.28]
500
1958.0
[77.09]
91.0
[3.58]
SERVICE POSITION
512.4
[20.17]
63.8
[2.51]
2099.0
[82.64]
SERVICE POSITION
1724.9
[67.91]
1461.4
[57.53]
A
500
74.8
[2.94]
℄ FRONT AXLE

C/K (25HD/35/36) REGULAR CAB EXTERIOR (CHEVY)

[ ] = INCHES

**TD006010b**

## C/K (15/25) Extended Cab Chevy Exterior

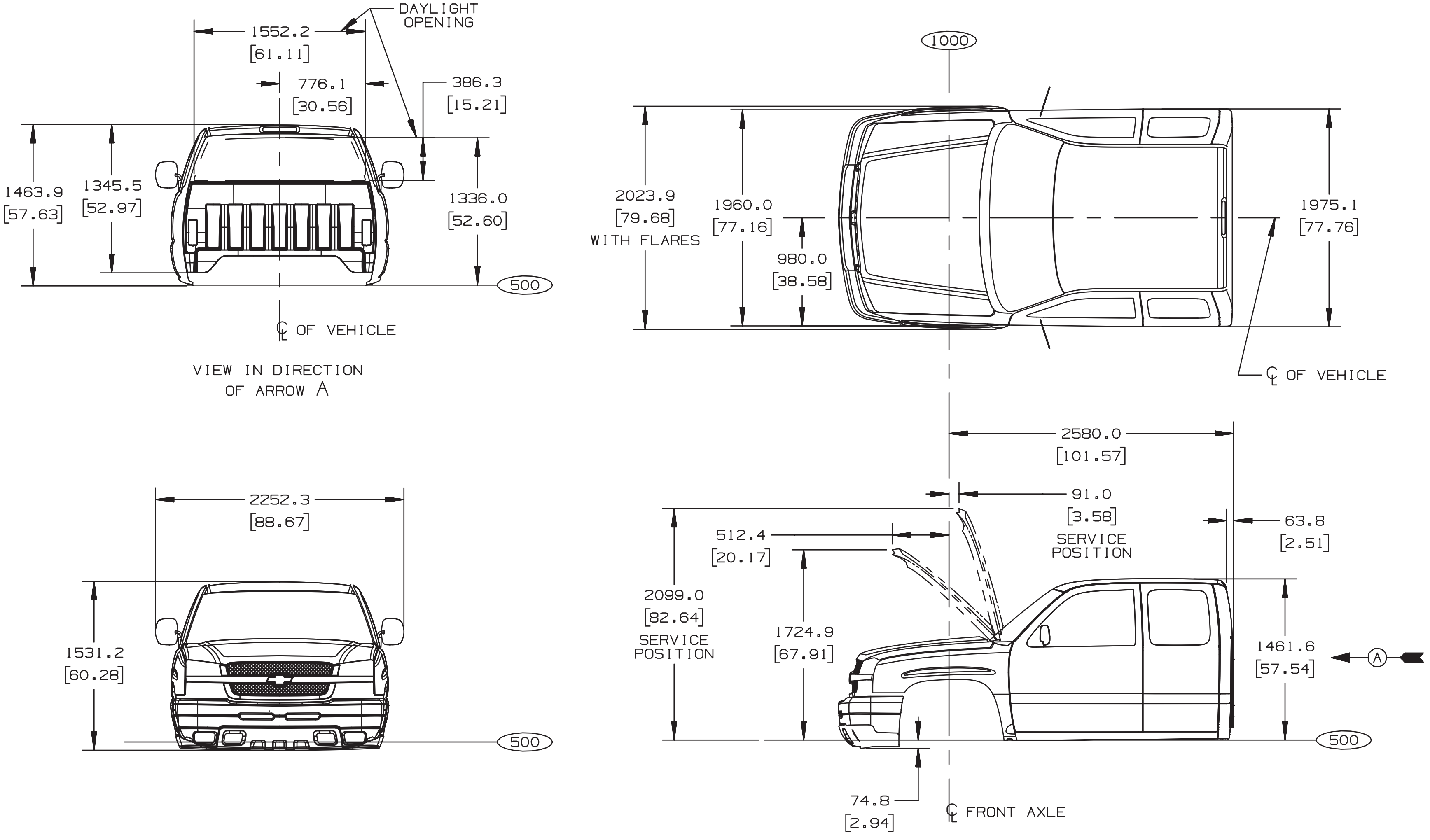

DAYLIGHT OPENING
1552.2
[61.11]
776.1
[30.56]
386.3
[15.21]
1463.9
[57.63]
1345.5
[52.97]
1285.0
[50.59]
500
℄ OF VEHICLE
VIEW IN DIRECTION OF ARROW A
1000
2023.9
[79.68]
WITH FLARES
1960.0
[77.16]
980.0
[38.58]
1975.1
[77.76]
℄ OF VEHICLE
2580.0
[101.57]
91.0
[3.58]
SERVICE POSITION
63.8
[2.51]
2379.8
[93.69]
1480.2
[58.28]
500
512.4
[20.17]
2048.0
[80.63]
SERVICE POSITION
1673.9
[65.90]
1410.6
[55.54]
A
500
74.8
[2.94]
℄ FRONT AXLE

C/K (15/25) EXTENDED CAB EXTERIOR (CHEVY)

[ ] = INCHES

**TD006010d**

## C/K (25HD/35/36) Extended Cab Chevy Exterior

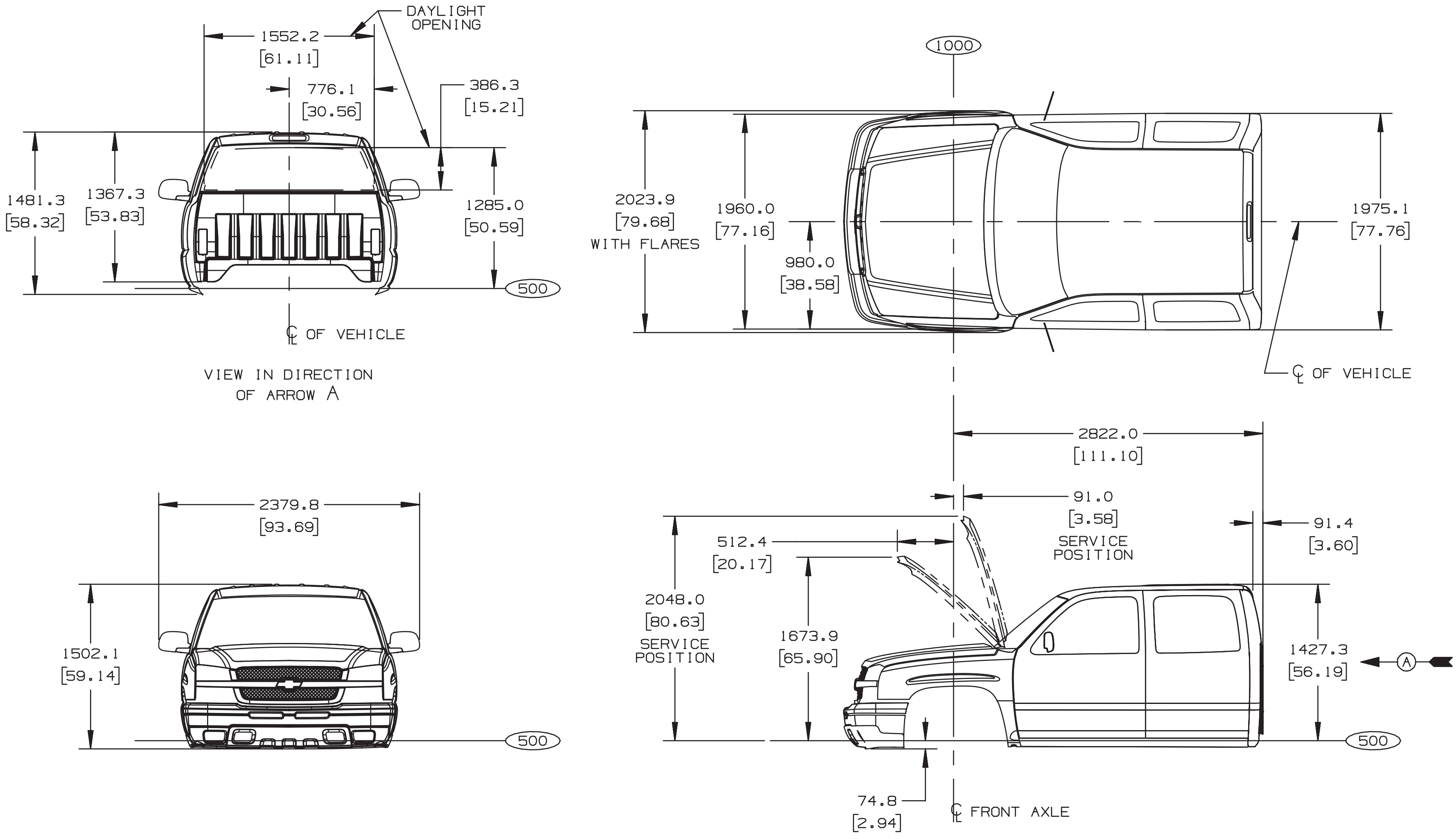

DAYLIGHT OPENING
1552.2
[61.11]
776.1
[30.56]
386.3
[15.21]
1463.9
[57.63]
1345.5
[52.97]
1336.0
[52.60]
500
℄ OF VEHICLE
VIEW IN DIRECTION OF ARROW A
1000
2023.9
[79.68]
WITH FLARES
1960.0
[77.16]
980.0
[38.58]
1975.1
[77.76]
℄ OF VEHICLE
2252.3
[88.67]
1531.2
[60.28]
500
2580.0
[101.57]
91.0
[3.58]
SERVICE POSITION
63.8
[2.51]
512.4
[20.17]
2099.0
[82.64]
SERVICE POSITION
1724.9
[67.91]
1461.6
[57.54]
A
500
74.8
[2.94]
℄ FRONT AXLE

C/K (25HD/35/36) EXTENDED CAB EXTERIOR (CHEVY)

[ ] = INCHES

**TD006010e**

## C/K (15/25) (43) Crew Cab Chevy Exterior

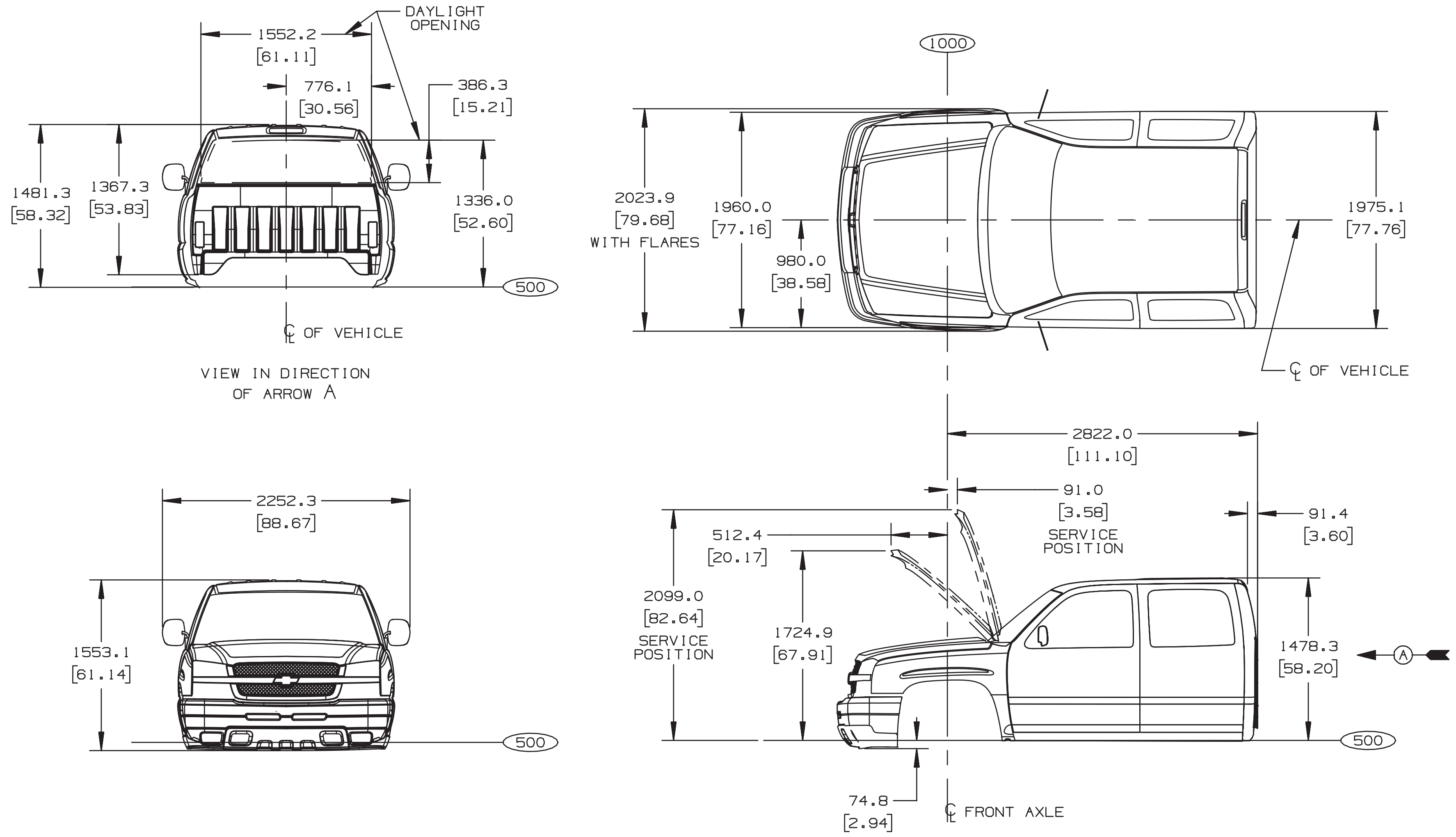

DAYLIGHT OPENING
1552.2
[61.11]
776.1
[30.56]
386.3
[15.21]
1481.3
[58.32]
1367.3
[53.83]
1285.0
[50.59]
500
℄ OF VEHICLE
VIEW IN DIRECTION OF ARROW A
1000
2023.9
[79.68]
WITH FLARES
1960.0
[77.16]
980.0
[38.58]
1975.1
[77.76]
℄ OF VEHICLE
2379.8
[93.69]
1502.1
[59.14]
500
2822.0
[111.10]
91.0
[3.58]
SERVICE POSITION
91.4
[3.60]
512.4
[20.17]
2048.0
[80.63]
SERVICE POSITION
1673.9
[65.90]
1427.3
[56.19]
A
500
74.8
[2.94]
℄ FRONT AXLE

C/K (15/25) CREW CAB EXTERIOR (CHEVY)

[ ] = INCHES

**TD006010f**

## C/K (25HD/35/36) (43) Crew Cab Chevy Exterior

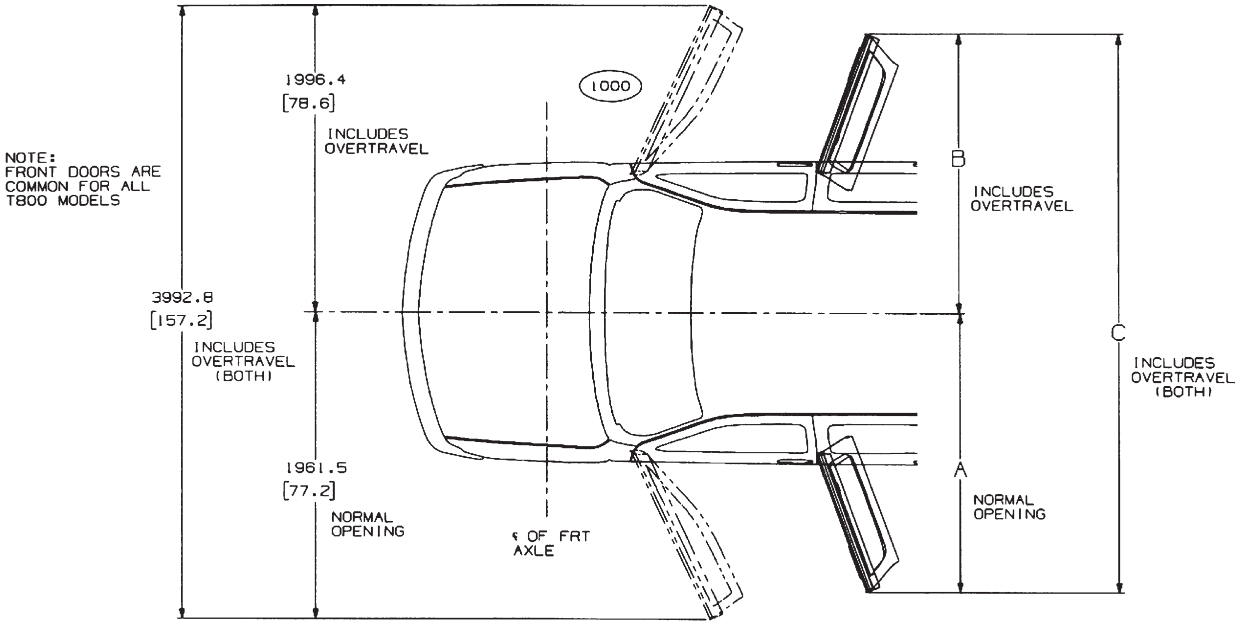

1552.2
[61.11]
DAYLIGHT OPENING
776.1
[30.56]
386.3
[15.21]
1481.3
[58.32]
1367.3
[53.83]
1336.0
[52.60]
500
℄ OF VEHICLE
VIEW IN DIRECTION OF ARROW A
1000
2023.9
[79.68]
WITH FLARES
1960.0
[77.16]
980.0
[38.58]
1975.1
[77.76]
℄ OF VEHICLE
2822.0
[111.10]
91.0
[3.58]
SERVICE POSITION
91.4
[3.60]
2252.3
[88.67]
1553.1
[61.14]
500
512.4
[20.17]
2099.0
[82.64]
SERVICE POSITION
1724.9
[67.91]
1478.3
[58.20]
A
500
74.8
[2.94]
℄ FRONT AXLE

C/K (25HD/35/36) CREW CAB EXTERIOR (CHEVY)

[ ] = INCHES

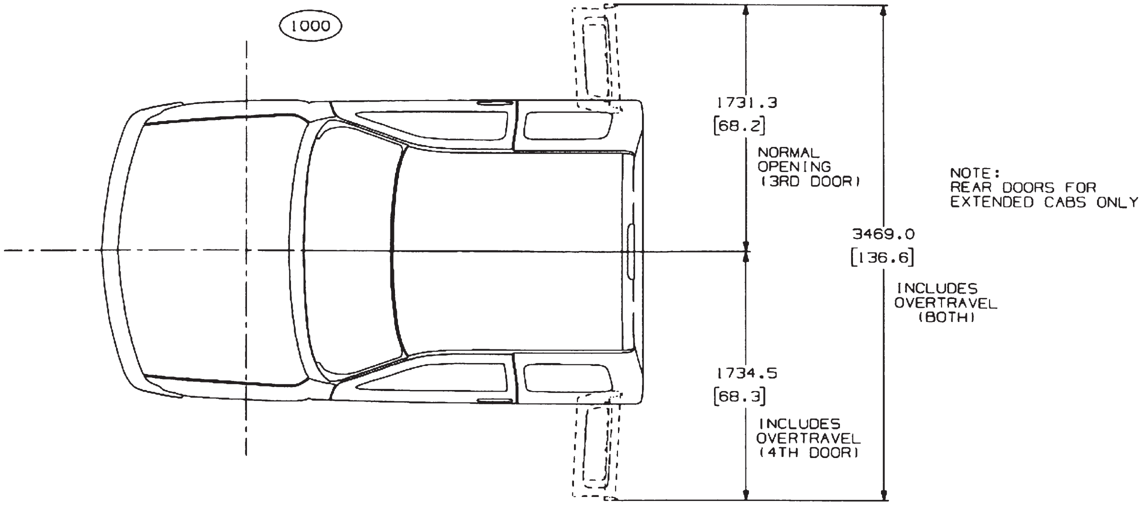
**TD006010g**

## C/K (15/25/25HD/35/36) (03/43/53/06/36) Door Openings


NOTE:
FRONT DOORS ARE
COMMON FOR ALL
T800 MODELS
1000
1996.4
[78.6]
INCLUDES
OVERTRAVEL
3992.8
[157.2]
INCLUDES
OVERTRAVEL
(BOTH)
1961.5
[77.2]
NORMAL
OPENING
℄ OF FRT
AXLE
B
INCLUDES
OVERTRAVEL
C
INCLUDES
OVERTRAVEL
(BOTH)
A
NORMAL
OPENING

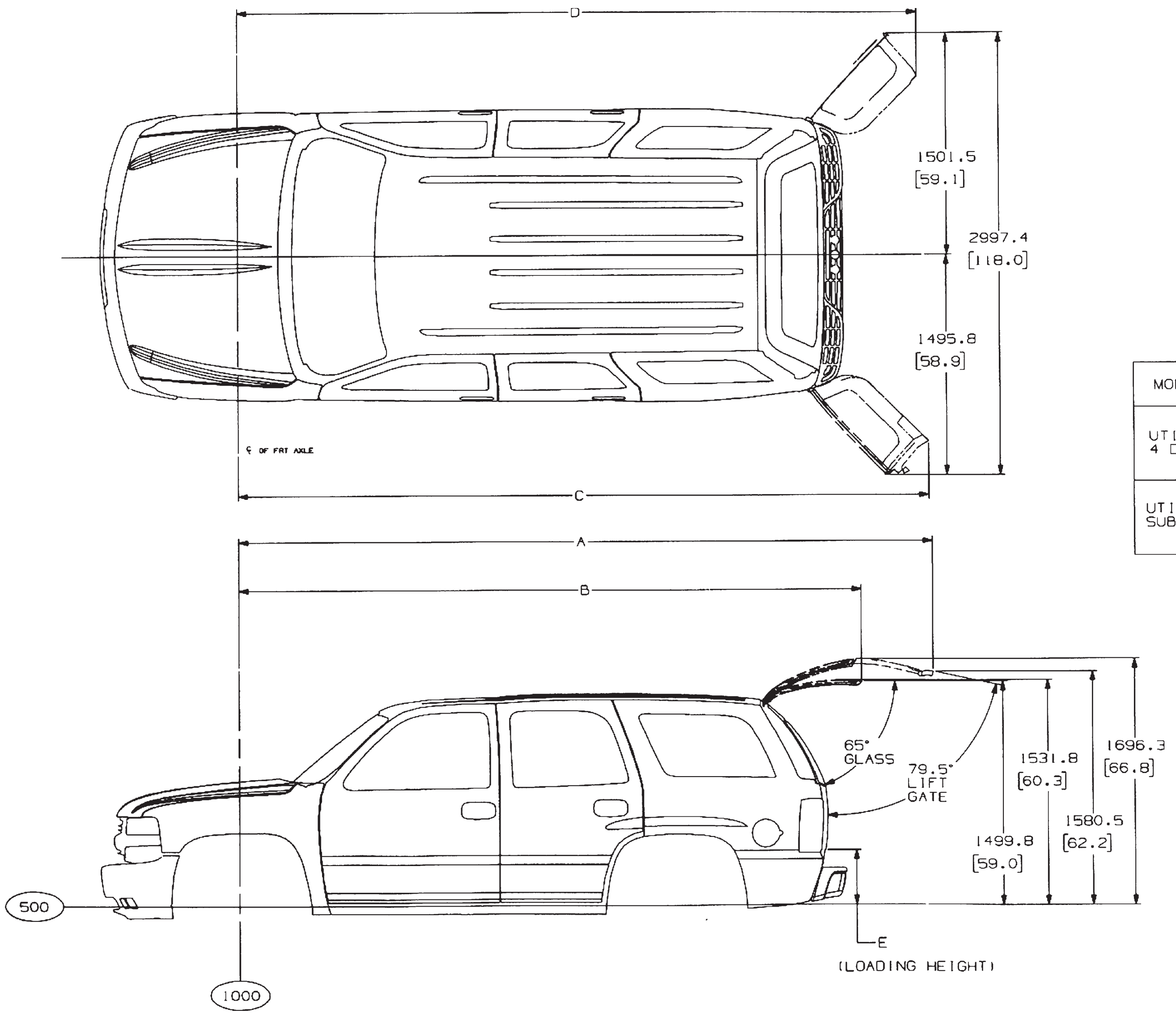
| REAR DOOR CHART | | | |
|---|---|---|---|
| | A | B | C |
| UTILITY 4 DOOR | 1811.7<br>(71.3) | 1846.0<br>(72.7) | 3692.1<br>(145.4) |
| UTILITY SUBURBAN | 1783.2<br>(70.2) | 1817.5<br>(71.6) | 3635.0<br>(143.1) |
| CREW CAB | 1783.2<br>(70.2) | 1817.5<br>(71.6) | 3635.0<br>(143.1) |
| •EXTENDED CAB SEE BELOW | | | |

ALL DIMENSIONS SHOWN
FOR CHEVY BASE MODEL
UNLESS OTHERWISE NOTED


1000
1731.3
[68.2]
NORMAL
OPENING
(3RD DOOR)
3469.0
[136.6]
INCLUDES
OVERTRAVEL
(BOTH)
1734.5
[68.3]
INCLUDES
OVERTRAVEL
(4TH DOOR)
NOTE:
REAR DOORS FOR
EXTENDED CABS ONLY

**TD005578**

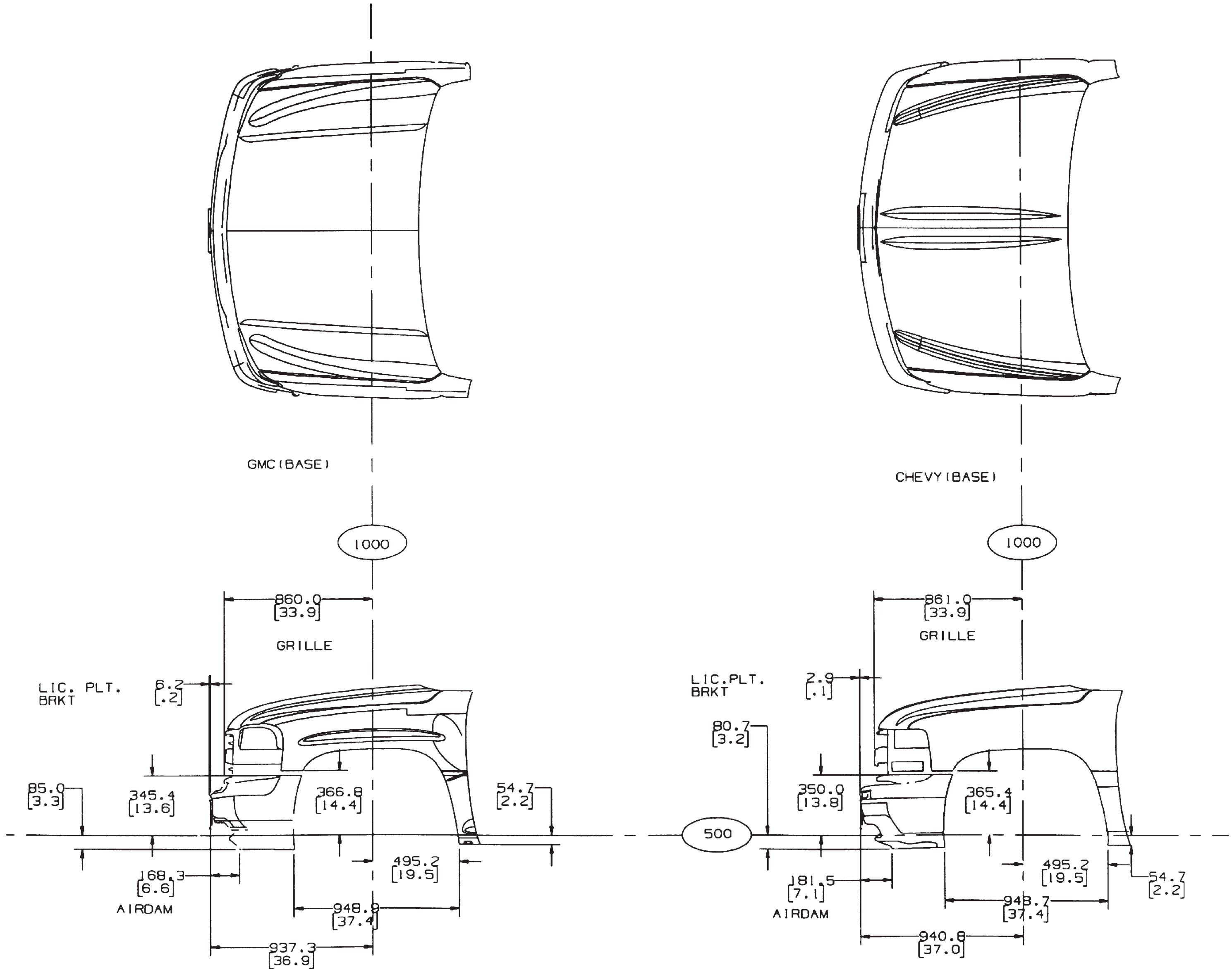
## C/K (15/25) (7/9)06 Rear Door Openings


D
1501.5
[59.1]
2997.4
[118.0]
1495.8
[58.9]
℄ OF FRT AXLE
C
A
B
65°
GLASS
79.5°
LIFT
GATE
1531.8
[60.3]
1696.3
[66.8]
1580.5
[62.2]
1499.8
[59.0]
500
E
(LOADING HEIGHT)
1000

| MODELS | A | B | C | D | E |
|---|---|---|---|---|---|
| UTILITY 4 DOOR | 4682.7<br>(184.4) | 4228.7<br>(166.5) | 4664.6<br>(183.7) | 4597.6<br>(181.0) | 316.9<br>(12.5) |
| UTILITY SUBURBAN | 5200.7<br>(204.8) | 4747.7<br>(186.9) | 5182.6<br>(204.0) | 5115.6<br>(201.4) | 316.9<br>(12.5) |

TD005567

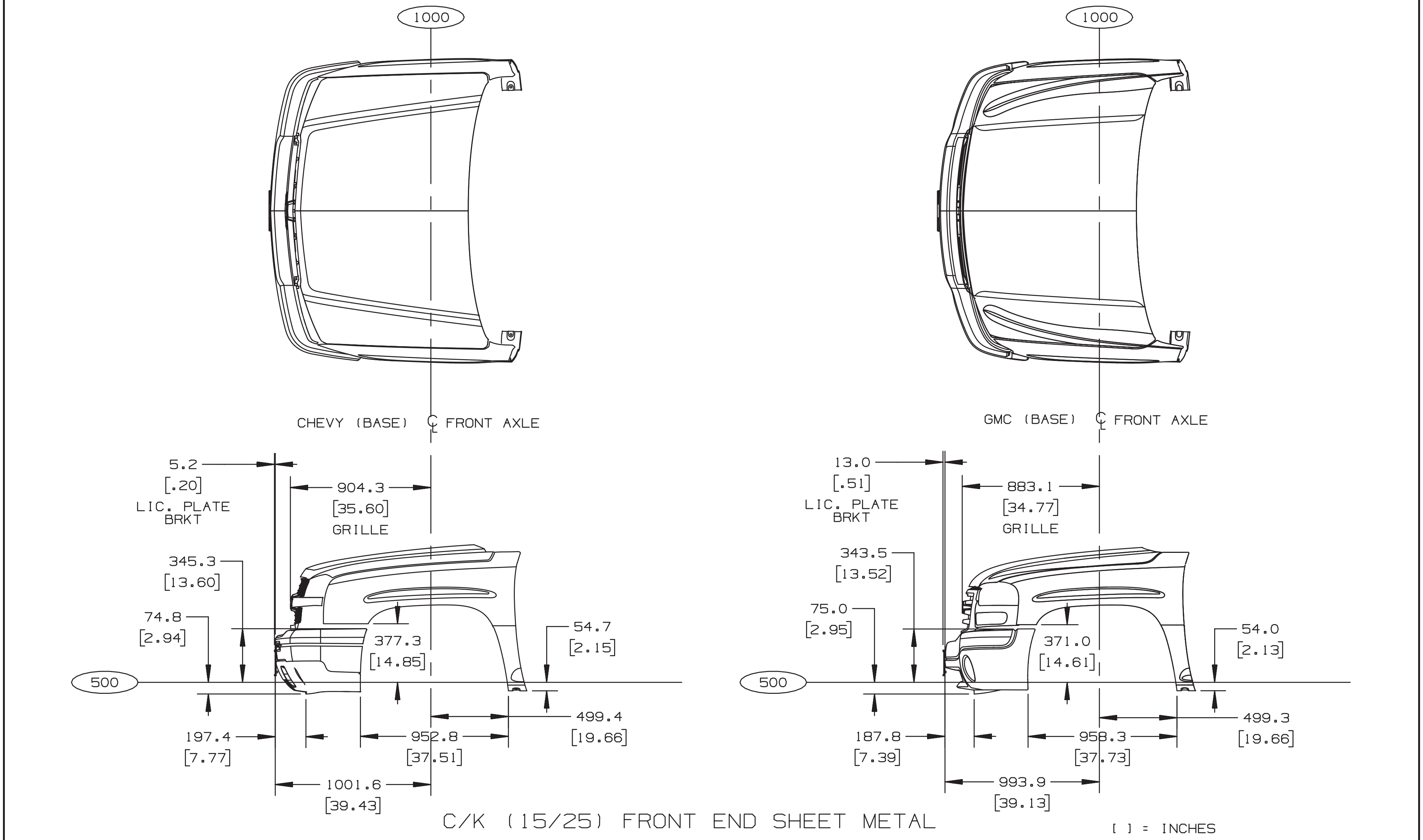
## C/K (157/159/259) (06) Front End Sheet Metal – Utilities



GMC (BASE)
CHEVY (BASE)
1000
1000
860.0
[33.9]
GRILLE
LIC. PLT.
BRKT
6.2
[.2]
85.0
[3.3]
345.4
[13.6]
366.8
[14.4]
54.7
[2.2]
168.3
[6.6]
AIRDAM
495.2
[19.5]
948.9
[37.4]
937.3
[36.9]
861.0
[33.9]
GRILLE
LIC.PLT.
BRKT
2.9
[.1]
80.7
[3.2]
350.0
[13.8]
365.4
[14.4]
500
181.5
[7.1]
AIRDAM
495.2
[19.5]
54.7
[2.2]
948.7
[37.4]
940.8
[37.0]

**TD005540**

## C/K (15/25) Front End Sheet Metal – Pickups and Chassis-Cab

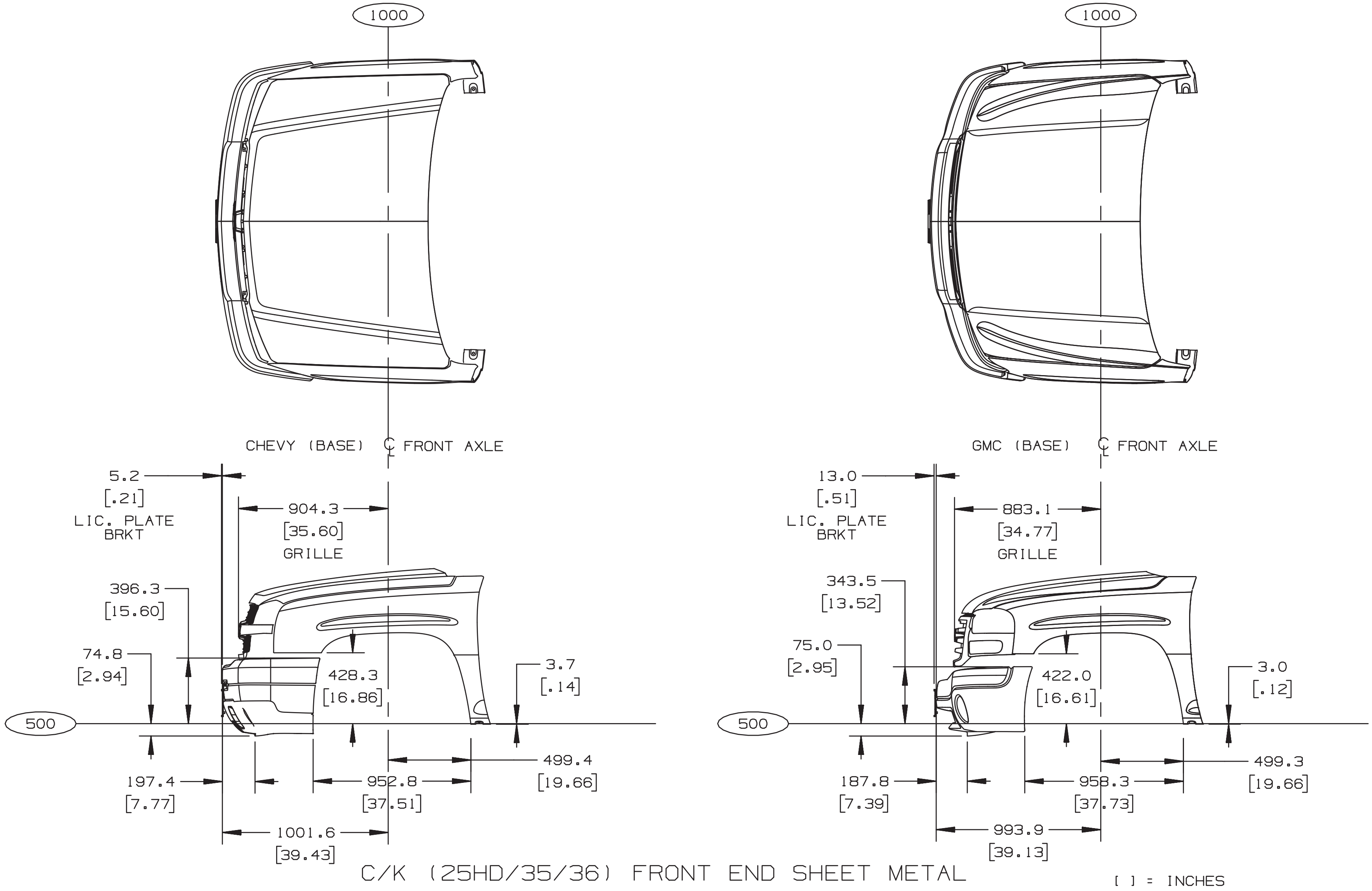

1000
1000
CHEVY (BASE) ℄ FRONT AXLE
GMC (BASE) ℄ FRONT AXLE
5.2
[.20]
LIC. PLATE
BRKT
904.3
[35.60]
GRILLE
345.3
[13.60]
74.8
[2.94]
377.3
[14.85]
54.7
[2.15]
500
197.4
[7.77]
952.8
[37.51]
499.4
[19.66]
1001.6
[39.43]
13.0
[.51]
LIC. PLATE
BRKT
883.1
[34.77]
GRILLE
343.5
[13.52]
75.0
[2.95]
371.0
[14.61]
54.0
[2.13]
500
187.8
[7.39]
958.3
[37.73]
499.3
[19.66]
993.9
[39.13]

C/K (15/25) FRONT END SHEET METAL

[ ] = INCHES

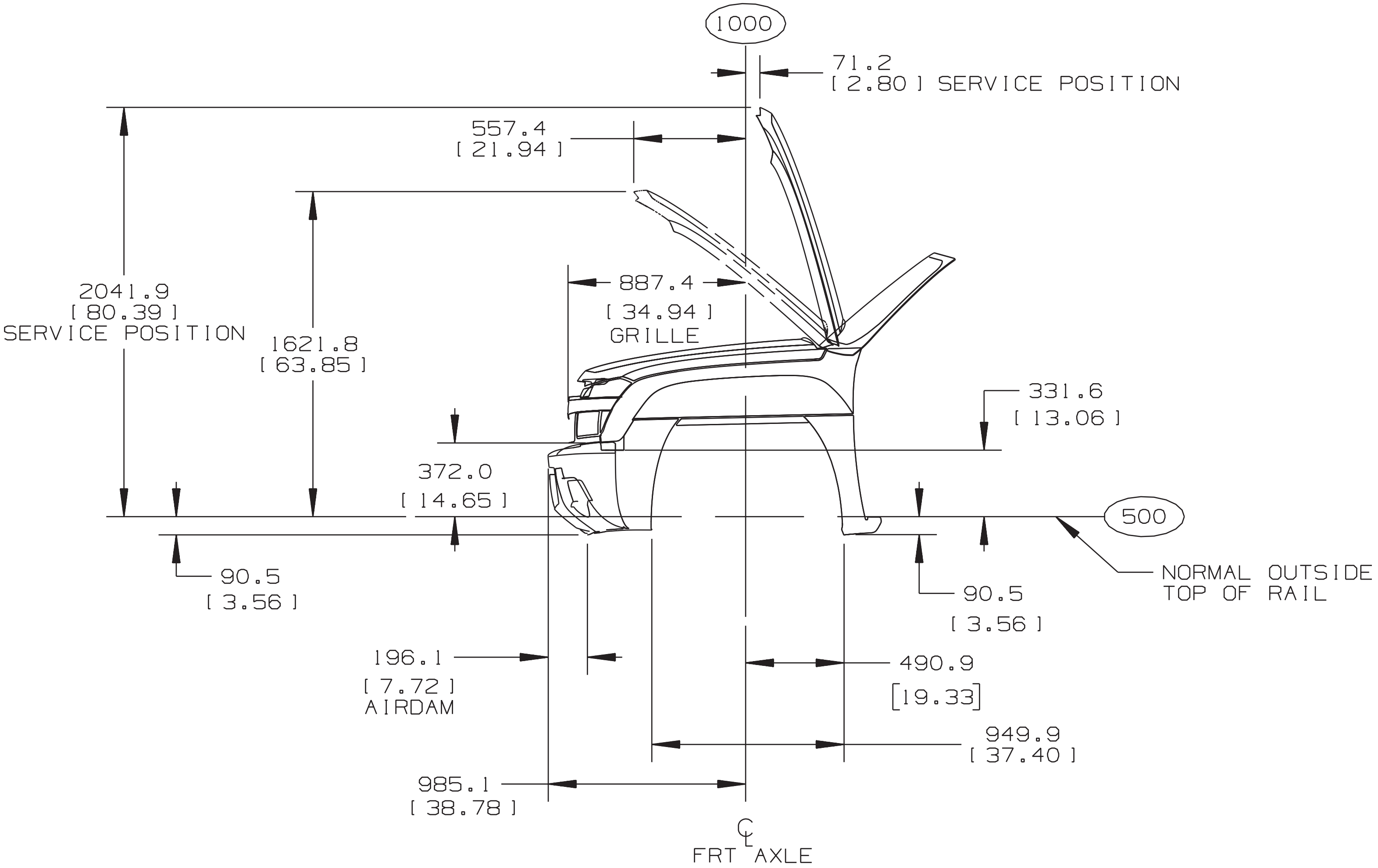
TD006009a

## C/K (25HD/35/36) Front End Sheet Metal – Pickups and Chassis-Cab


1000
CHEVY (BASE)
℄ FRONT AXLE
5.2
[.21]
LIC. PLATE BRKT
904.3
[35.60]
GRILLE
396.3
[15.60]
74.8
[2.94]
428.3
[16.86]
3.7
[.14]
500
197.4
[7.77]
952.8
[37.51]
499.4
[19.66]
1001.6
[39.43]
1000
GMC (BASE)
℄ FRONT AXLE
13.0
[.51]
LIC. PLATE BRKT
883.1
[34.77]
GRILLE
343.5
[13.52]
75.0
[2.95]
422.0
[16.61]
3.0
[.12]
500
187.8
[7.39]
958.3
[37.73]
499.3
[19.66]
993.9
[39.13]
C/K (25HD/35/36) FRONT END SHEET METAL
[ ] = INCHES

TD006009b

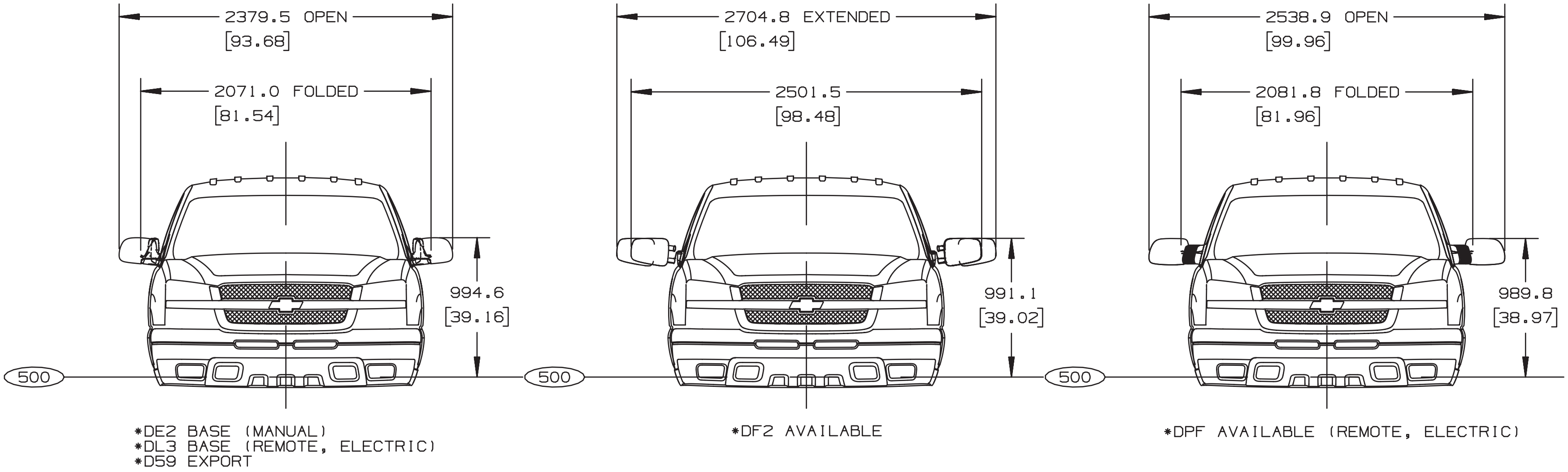
## C/K (15/25)936 Front End Sheet Metal


1000
71.2
[ 2.80 ] SERVICE POSITION
557.4
[ 21.94 ]
887.4
[ 34.94 ]
GRILLE
2041.9
[ 80.39 ]
SERVICE POSITION
1621.8
[ 63.85 ]
331.6
[ 13.06 ]
372.0
[ 14.65 ]
500
NORMAL OUTSIDE
TOP OF RAIL
90.5
[ 3.56 ]
90.5
[ 3.56 ]
196.1
[ 7.72 ]
AIRDAM
490.9
[19.33]
949.9
[ 37.40 ]
985.1
[ 38.78 ]
℄
FRT AXLE
[ ]= INCHES

TD005705

## C/K (15/25) (03/53/06) Outside, Mirror Options

C/K (15/25)(03/53/43/06) OUTSIDE MIRROR OPTIONS


2379.5 OPEN
[93.68]
2071.0 FOLDED
[81.54]
994.6
[39.16]
500
*DE2 BASE (MANUAL)
*DL3 BASE (REMOTE, ELECTRIC)
*D59 EXPORT
2704.8 EXTENDED
[106.49]
2501.5
[98.48]
991.1
[39.02]
500
*DF2 AVAILABLE
2538.9 OPEN
[99.96]
2081.8 FOLDED
[81.96]
989.8
[38.97]
500
*DPF AVAILABLE (REMOTE, ELECTRIC)

ALL DIMENSIONS SHOWN
FOR CHEVY BASE MODEL
UNLESS OTHERWISE NOTED

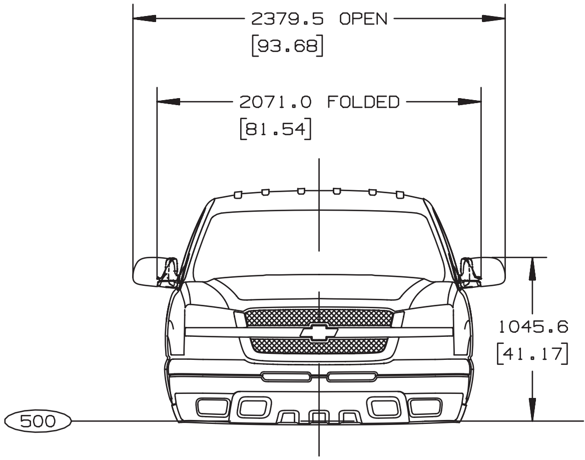
FOR: GMT 800, C/K (15/25)(03/53/43/06), 2003

[ ]= INCHES

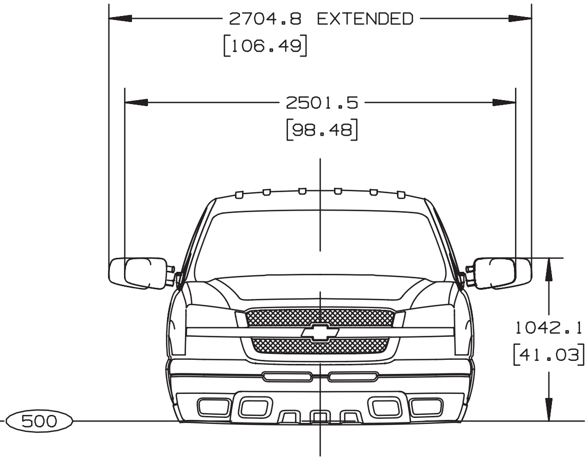
**TD006039a**

## C/K (25HD/35/36) Outside, Mirror Options

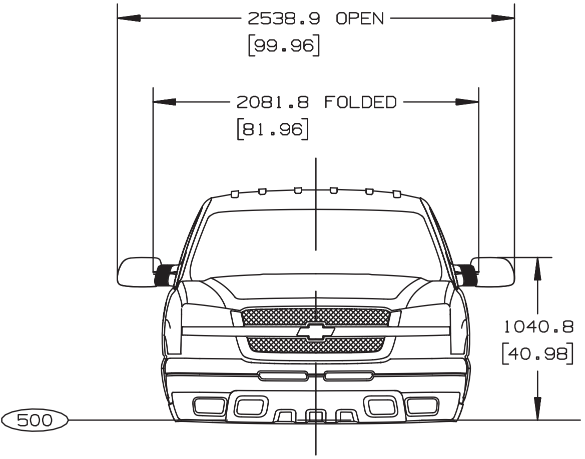
C/K (25HD/35/36) OUTSIDE MIRROR OPTIONS


2379.5 OPEN
[93.68]
2071.0 FOLDED
[81.54]
1045.6
[41.17]
500

*DE2 BASE (MANUAL)
*DL3 BASE (REMOTE, ELECTRIC)

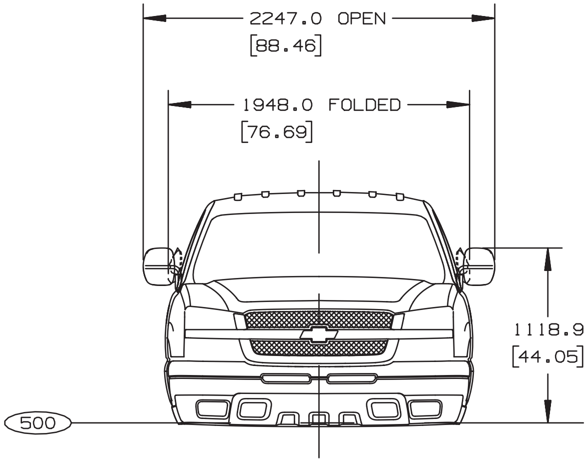

2704.8 EXTENDED
[106.49]
2501.5
[98.48]
1042.1
[41.03]
500

*DF2 AVAILABLE


2538.9 OPEN
[99.96]
2081.8 FOLDED
[81.96]
1040.8
[40.98]
500

*DPF AVAILABLE (REMOTE, ELECTRIC)

MIRROR WIDE LOAD, LARGE
OPTION DG5
GRAPHIC NOT AVAILABLE


2247.0 OPEN
[88.46]
1948.0 FOLDED
[76.69]
1118.9
[44.05]
500

*D44 BASE

ALL DIMENSIONS HAVE INCORPORATED THE 51MM HEIGHT MOVEMENT DRIVEN BY THE M74 TRANSMISSION UNLESS OTHERWISE NOTED

ALL DIMENSIONS SHOWN FOR CHEVY BASE MODEL UNLESS OTHERWISE NOTED

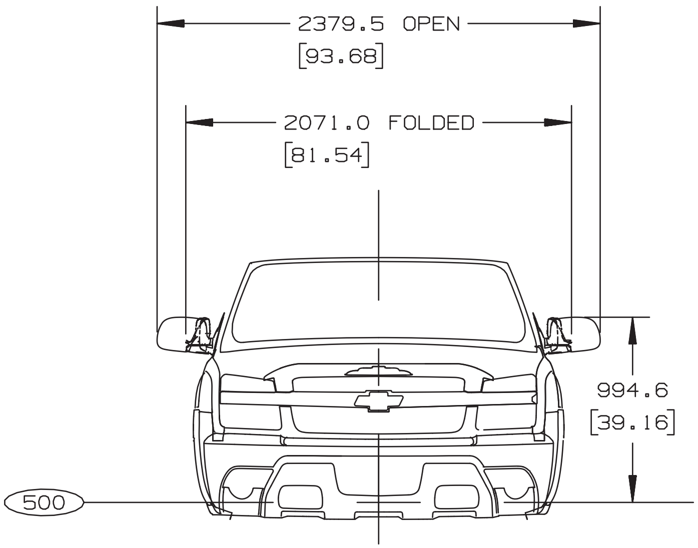
FOR: GMT 800, C/K (25HD/35/36)(03/53/43/06), 2003

[ ]= INCHES

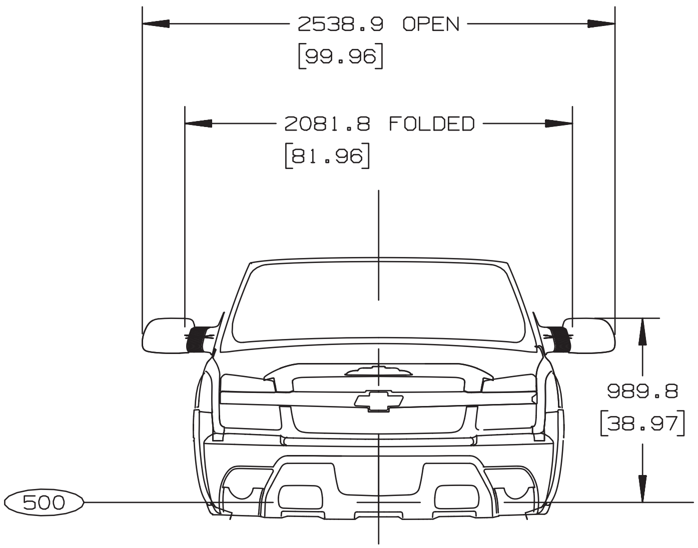
**TD006039b**

## C/K (15/25)936 Outside, Mirror Options

C/K(15/25)936 OUTSIDE MIRROR OPTIONS


2379.5 OPEN
[93.68]
2071.0 FOLDED
[81.54]
994.6
[39.16]
500

*DE2 BASE (MANUAL)
*DL3 BASE (REMOTE, ELECTRIC)


2538.9 OPEN
[99.96]
2081.8 FOLDED
[81.96]
989.8
[38.97]
500

*DPF AVAILABLE (REMOTE, ELECTRIC)

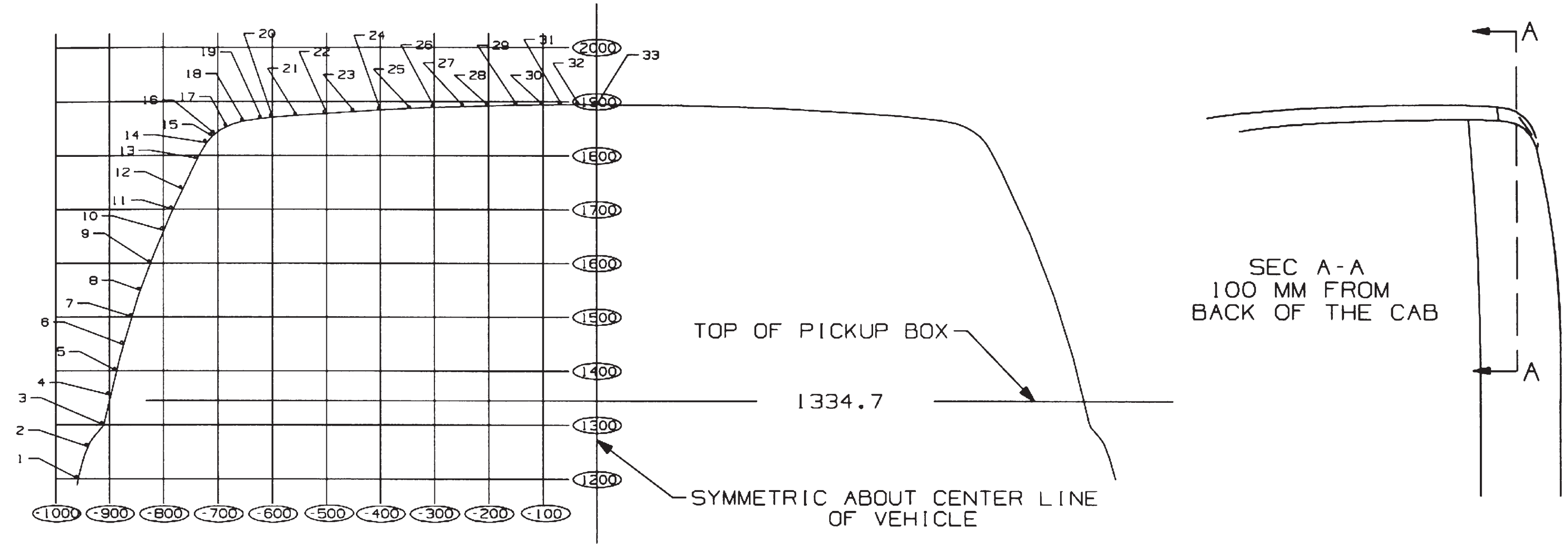
ALL DIMENSIONS SHOWN
FOR CHEVY BASE MODEL
UNLESS OTHERWISE NOTED

FOR: GMT800, C/K(15/25)936, 2003

[ ]= INCHES

TD006039c

## C/K (15/25) (03/53) Back of Cab Profile Nominal

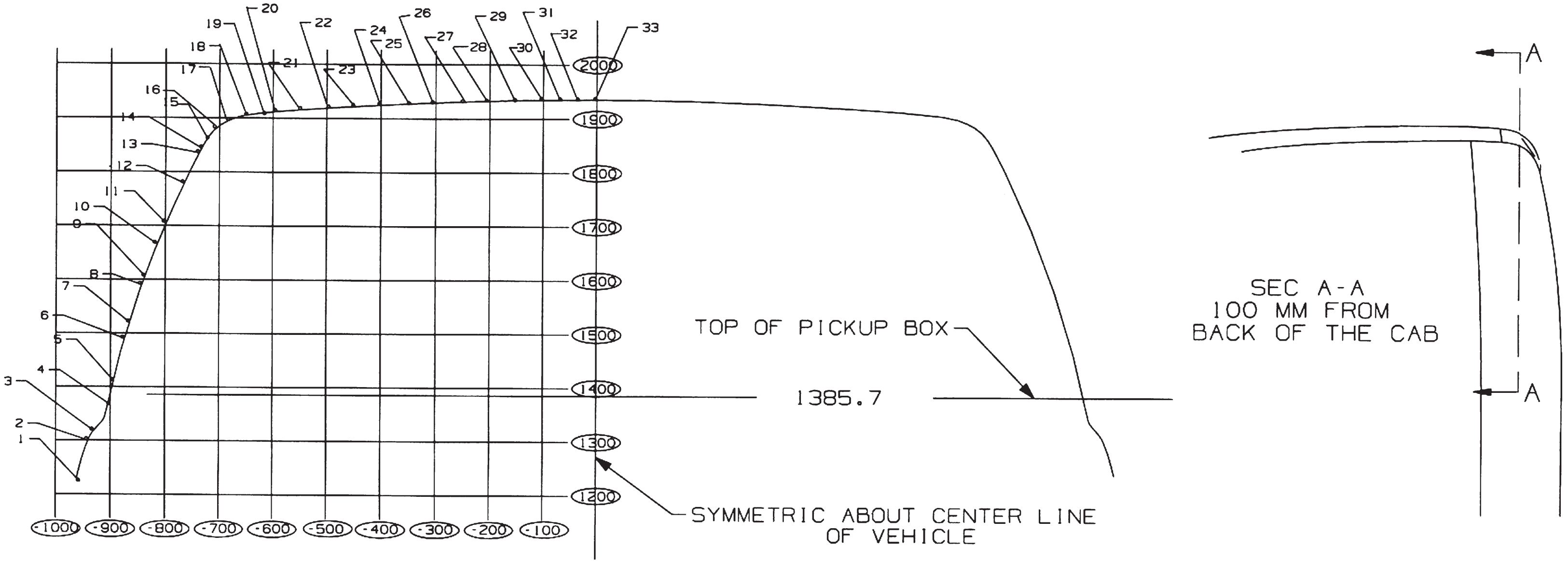

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
2000
1900
1800
1700
1600
1500
1400
1300
1200
-1000
-900
-800
-700
-600
-500
-400
-300
-200
-100
TOP OF PICKUP BOX
1334.7
SYMMETRIC ABOUT CENTER LINE OF VEHICLE
A
A
SEC A-A
100 MM FROM
BACK OF THE CAB

### DRIVER SIDE COORDINATES

| PT # | WIDTH | HEIGHT |
|---|---|---|
| 1 | -958.74 | 1200.00 |
| 2 | -938.08 | 1264.98 |
| 3 | -911.62 | 1300.00 |
| 4 | -900.00 | 1350.59 |
| 5 | -888.05 | 1400.00 |
| 6 | -873.75 | 1452.70 |
| 7 | -859.42 | 1500.00 |
| 8 | -845.94 | 1540.87 |
| 9 | -824.57 | 1600.00 |
| 10 | -800.00 | 1661.35 |
| 11 | -783.23 | 1700.00 |
| 12 | -751.80 | 1766.91 |
| 13 | -734.80 | 1800.00 |
| 14 | -724.51 | 1818.00 |
| 15 | -714.22 | 1831.97 |
| 16 | -700.00 | 1844.60 |
| 17 | -677.79 | 1855.90 |
| 18 | -655.00 | 1863.47 |
| 19 | -625.19 | 1867.85 |
| 20 | -600.00 | 1870.63 |
| 21 | -550.40 | 1874.64 |
| 22 | -500.00 | 1878.10 |
| 23 | -440.45 | 1881.76 |
| 24 | -400.00 | 1884.02 |
| 25 | -352.43 | 1886.44 |
| 26 | -300.00 | 1888.82 |
| 27 | -247.74 | 1890.81 |
| 28 | -200.00 | 1892.29 |
| 29 | -143.45 | 1893.59 |
| 30 | -100.00 | 1894.30 |
| 31 | -065.20 | 1894.69 |
| 32 | -026.00 | 1894.94 |
| 33 | 000.00 | 1895.00 |

**TD005534**

## C/K (25HD/35/36) Back of Cab Profile Nominal


1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
2000
1900
1800
1700
1600
1500
1400
1300
1200
-1000
-900
-800
-700
-600
-500
-400
-300
-200
-100
TOP OF PICKUP BOX
1385.7
SYMMETRIC ABOUT CENTER LINE OF VEHICLE
SEC A-A
100 MM FROM
BACK OF THE CAB
A
A

DRIVER SIDE COORDINATES

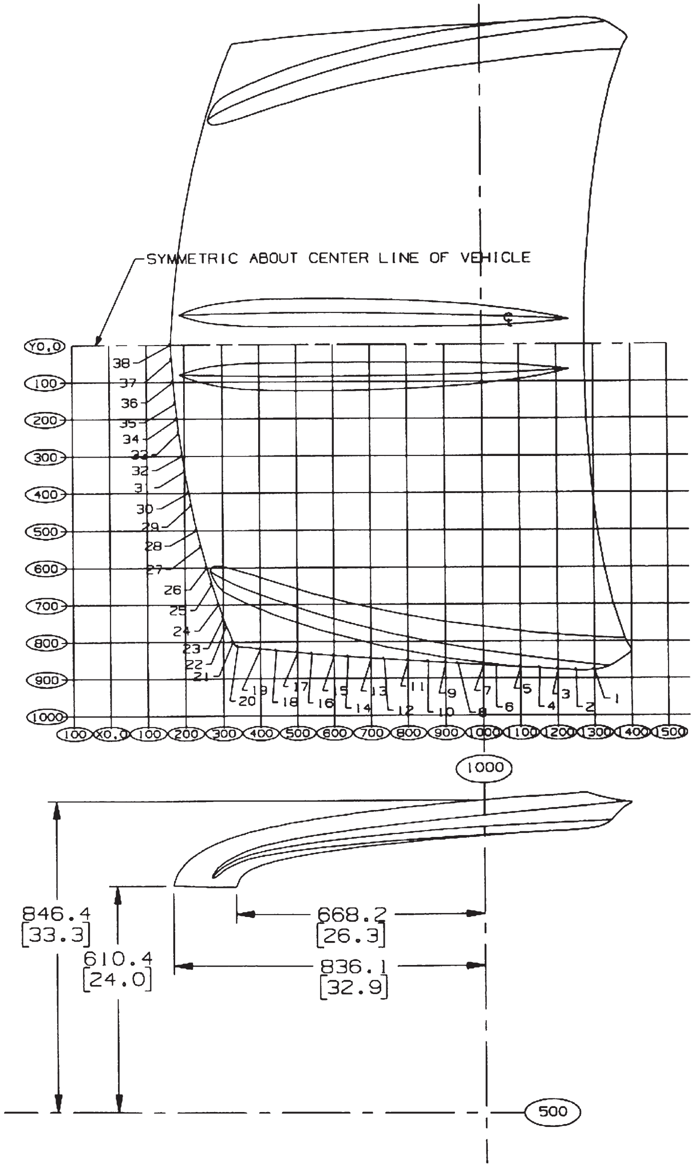
| PT # | WIDTH | HEIGHT |
|---|---|---|
| 1 | -958.74 | 1251.00 |
| 2 | -938.08 | 1315.98 |
| 3 | -911.62 | 1351.00 |
| 4 | -900.00 | 1401.59 |
| 5 | -888.05 | 1451.00 |
| 6 | -873.75 | 1503.70 |
| 7 | -859.42 | 1551.00 |
| 8 | -845.94 | 1591.87 |
| 9 | -824.57 | 1651.00 |
| 10 | -800.00 | 1712.35 |
| 11 | -783.23 | 1751.00 |

| PT # | WIDTH | HEIGHT |
|---|---|---|
| 12 | -751.80 | 1817.91 |
| 13 | -734.80 | 1851.00 |
| 14 | -724.51 | 1869.00 |
| 15 | -714.22 | 1864.97 |
| 16 | -700.00 | 1895.60 |
| 17 | -677.79 | 1906.90 |
| 18 | -655.00 | 1914.47 |
| 19 | -625.19 | 1918.85 |
| 20 | -600.00 | 1921.63 |
| 21 | -550.40 | 1925.64 |
| 22 | -500.00 | 1929.10 |

| PT # | WIDTH | HEIGHT |
|---|---|---|
| 23 | -440.45 | 1932.76 |
| 24 | -400.00 | 1935.02 |
| 25 | -352.43 | 1937.44 |
| 26 | -300.00 | 1939.82 |
| 27 | -247.74 | 1941.81 |
| 28 | -200.00 | 1943.29 |
| 29 | -143.45 | 1944.59 |
| 30 | -100.00 | 1945.30 |
| 31 | -065.20 | 1945.69 |
| 32 | -026.00 | 1945.94 |
| 33 | 000.00 | 1946.00 |

**TD005534R**

## C/K (15/25) (706/906) Hood Profile – Chevy, Tahoe and Suburban


SYMMETRIC ABOUT CENTER LINE OF VEHICLE
Y0,0
100
200
300
400
500
600
700
800
900
1000
100
X0,0
100
200
300
400
500
600
700
800
900
1000
1100
1200
1300
1400
1500
38
37
36
35
34
33
32
31
30
29
28
27
26
25
24
23
22
21
20
19
18
17
16
15
14
13
12
11
10
9
8
7
6
5
4
3
2
1
1000
846.4
[33.3]
610.4
[24.0]
668.2
[26.3]
836.1
[32.9]
500

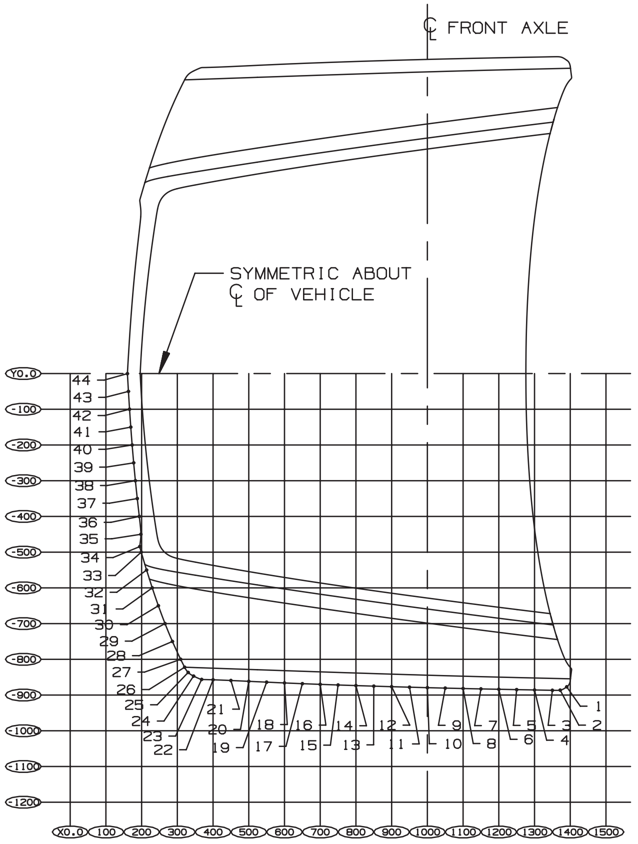
| PT # | LENGTH | WIDTH |
|---|---|---|
| 1 | 1300.0 | -877.8 |
| 2 | 1249.8 | -878.8 |
| 3 | 1200.0 | -876.2 |
| 4 | 1150.9 | -873.2 |
| 5 | 1100.0 | -820.1 |
| 6 | 1035.0 | -866.4 |
| 7 | 1000.0 | -864.2 |
| 8 | 933.5 | -860.2 |
| 9 | 900.0 | -858.1 |
| 10 | 853.6 | -855.3 |
| 11 | 800.0 | -851.9 |
| 12 | 736.2 | -847.8 |
| 13 | 700.0 | -845.4 |
| 14 | 637.8 | -841.0 |
| 15 | 600.0 | -838.1 |
| 16 | 539.9 | -838.1 |
| 17 | 500.0 | -829.6 |
| 18 | 442.9 | -824.0 |
| 19 | 400.0 | -819.4 |
| 20 | 339.2 | -812.7 |
| 21 | 326.4 | -800.0 |
| 22 | 308.6 | -757.2 |
| 23 | 300.0 | -734.2 |
| 24 | 287.9 | -700.0 |
| 25 | 270.0 | -644.6 |
| 26 | 257.0 | -600.0 |
| 27 | 242.0 | -543.7 |
| 28 | 231.4 | -500.0 |
| 29 | 216.9 | -433.0 |
| 30 | 210.5 | -400.0 |
| 31 | 200.0 | -341.1 |
| 32 | 193.5 | -300.0 |
| 33 | 184.7 | -237.2 |
| 34 | 180.2 | -200.0 |
| 35 | 175.8 | 158.3 |
| 36 | 170.6 | -100.0 |
| 37 | 166.6 | -39.6 |
| 38 | 164.6 | 00.0 |

DRIVER SIDE COORDINATES

**TD005544**

## Hood Profile – Chevy, Silverado Pickups and Chassis-Cabs

HOOD PROFILE (CHEVY)
C/K (15/25/25HD/35/36)


CL FRONT AXLE
SYMMETRIC ABOUT
CL OF VEHICLE
Y0.0
-100
-200
-300
-400
-500
-600
-700
-800
-900
-1000
-1100
-1200
X0.0
100
200
300
400
500
600
700
800
900
1000
1100
1200
1300
1400
1500
44
43
42
41
40
39
38
37
36
35
34
33
32
31
30
29
28
27
26
25
24
23
22
21
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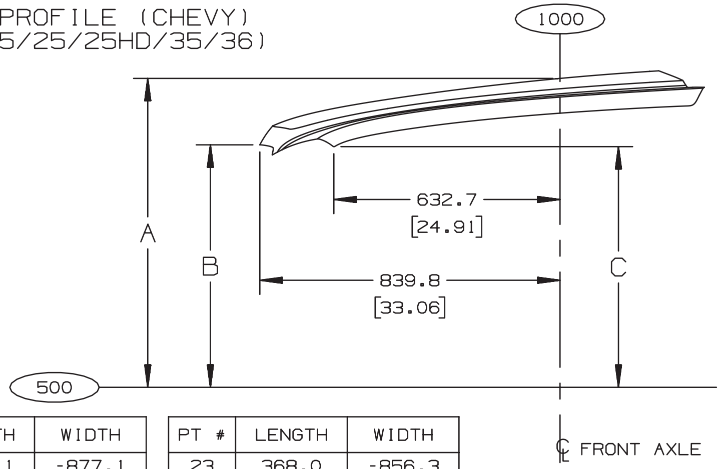
19
18
17
16
15
14
13
12
11
10
9
8
7
6
5
4
3
2
1


1000
A
B
C
632.7
[24.91]
839.8
[33.06]
500
CL FRONT AXLE

| PT # | LENGTH | WIDTH |
|---|---|---|
| 1 | 1390.1 | -877.1 |
| 2 | 1371.8 | -886.3 |
| 3 | 1350.0 | -886.7 |
| 4 | 1300.0 | -885.8 |
| 5 | 1250.0 | -884.8 |
| 6 | 1200.0 | -883.8 |
| 7 | 1150.0 | -882.8 |
| 8 | 1100.0 | -881.7 |
| 9 | 1050.0 | -880.6 |
| 10 | 1000.0 | -879.3 |
| 11 | 950.0 | -877.9 |
| 12 | 900.0 | -876.6 |
| 13 | 850.0 | -875.1 |
| 14 | 800.0 | -873.5 |
| 15 | 750.0 | -871.8 |
| 16 | 700.0 | -870.0 |
| 17 | 650.0 | -868.2 |
| 18 | 600.0 | -866.1 |
| 19 | 550.0 | -863.9 |
| 20 | 500.0 | -861.6 |
| 21 | 450.0 | -859.3 |
| 22 | 400.0 | -857.3 |

| PT # | LENGTH | WIDTH |
|---|---|---|
| 23 | 368.0 | -856.3 |
| 24 | 345.4 | -846.9 |
| 25 | 330.3 | -836.8 |
| 26 | 320.4 | -822.1 |
| 27 | 309.3 | -800.0 |
| 28 | 286.3 | -750.0 |
| 29 | 265.6 | -700.0 |
| 30 | 246.9 | -650.0 |
| 31 | 229.8 | -600.0 |
| 32 | 213.9 | -550.0 |
| 33 | 198.9 | -500.0 |
| 34 | 194.9 | -484.4 |
| 35 | 197.9 | -450.0 |
| 36 | 193.5 | -400.0 |
| 37 | 187.8 | -350.0 |
| 38 | 182.5 | -300.0 |
| 39 | 177.7 | -250.0 |
| 40 | 173.5 | -200.0 |
| 41 | 169.6 | -150.0 |
| 42 | 166.2 | -100.0 |
| 43 | 163.1 | -50.0 |
| 44 | 160.2 | 00.0 |

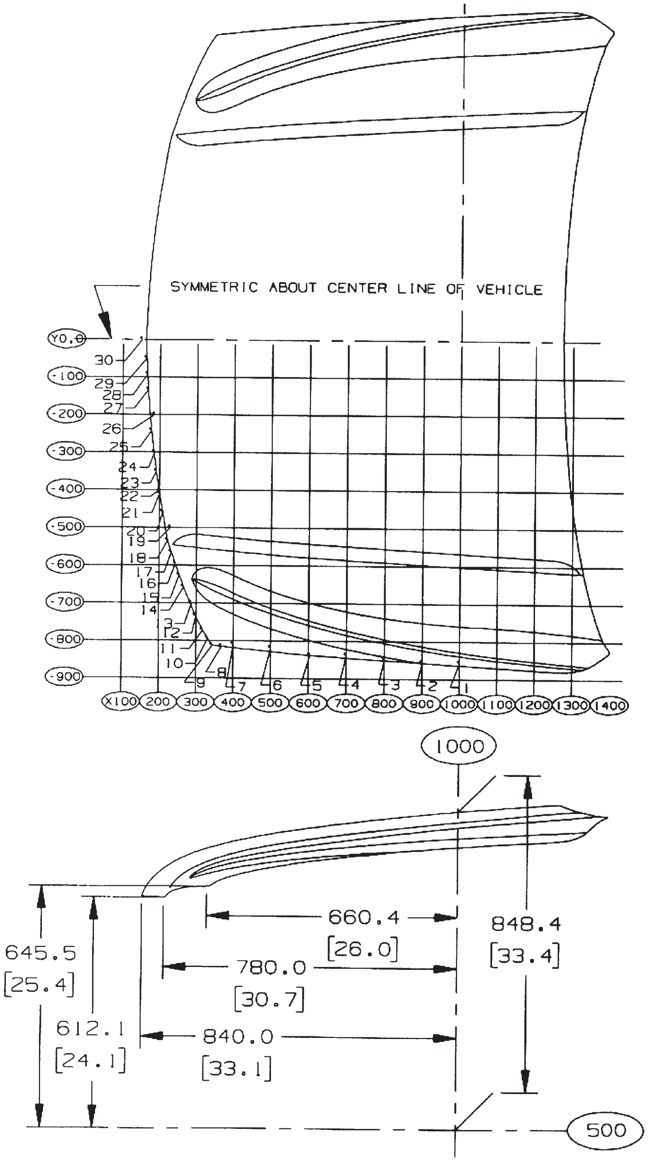
DRIVER SIDE COORDINATES

| MODEL | DIM A | DIM B | DIM C |
|---|---|---|---|
| C/K 15/25 | 864.7<br>[ 34.04 ] | 678.7<br>[ 26.72 ] | 673.7<br>[ 26.52 ] |
| C/K 25HD/35/36 | 915.7<br>[ 36.05 ] | 729.7<br>[ 28.73 ] | 724.7<br>[ 28.53 ] |

[ ] = INCHES

**TD006010c**

## C/K (15/25) Hood Profile (GMC)

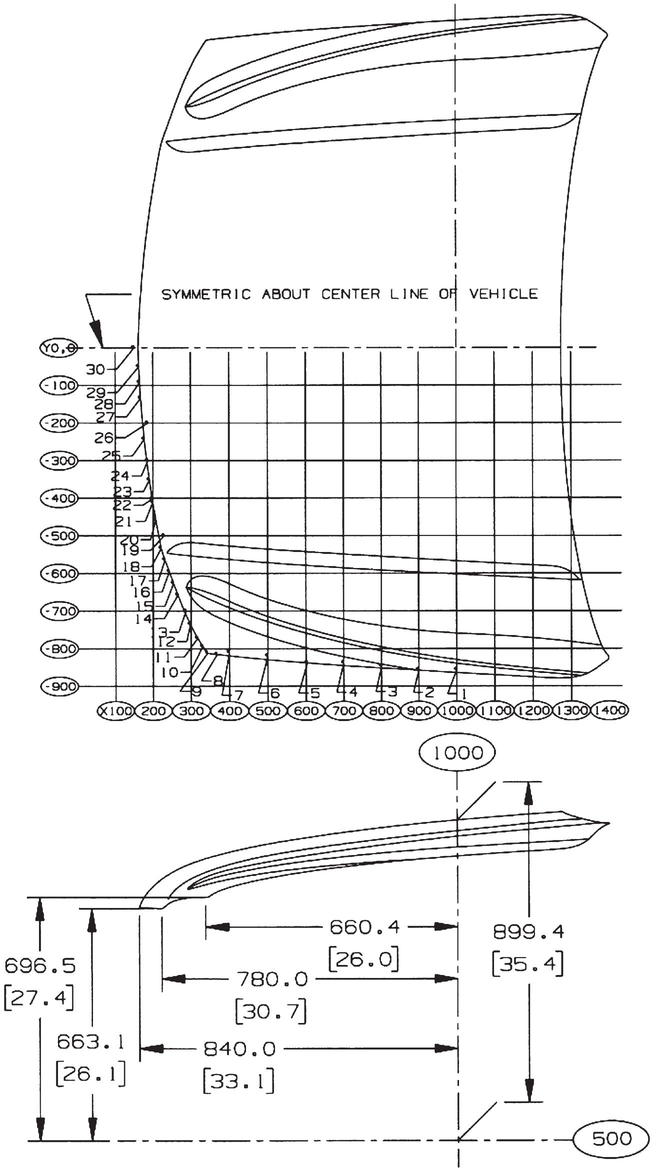

SYMMETRIC ABOUT CENTER LINE OF VEHICLE
Y0.0
-100
-200
-300
-400
-500
-600
-700
-800
-900
X100
200
300
400
500
600
700
800
900
1000
1100
1200
1300
1400
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
1000
660.4
[26.0]
780.0
[30.7]
840.0
[33.1]
645.5
[25.4]
612.1
[24.1]
848.4
[33.4]
500

| PT# | LENGTH | WIDTH |
|---|---|---|
| 1 | 1000.0 | -863.8 |
| 2 | 900.0 | -857.7 |
| 3 | 800.0 | -851.5 |
| 4 | 700.0 | -845.0 |
| 5 | 600.0 | -837.7 |
| 6 | 500.0 | -829.2 |
| 7 | 400.0 | -819.0 |
| 8 | 364.4 | -815.2 |
| 9 | 343.4 | -812.4 |
| 10 | 334.5 | -800.0 |
| 11 | 317.2 | -772.3 |
| 12 | 300.0 | -739.7 |
| 13 | 281.9 | -700.0 |
| 14 | 267.8 | -663.5 |
| 15 | 254.9 | -629.0 |
| 16 | 244.5 | -600.0 |
| 17 | 232.7 | -568.8 |
| 18 | 223.3 | -536.5 |
| 19 | 215.5 | -500.0 |
| 20 | 209.0 | -464.0 |
| 21 | 200.0 | -410.0 |
| 22 | 197.9 | -400.0 |
| 23 | 192.0 | -358.1 |
| 24 | 183.7 | -300.0 |
| 25 | 178.3 | -249.7 |
| 26 | 173.5 | -200.0 |
| 27 | 168.6 | -141.8 |
| 28 | 165.6 | -100.0 |
| 29 | 163.6 | -33.5 |
| 30 | 161.5 | 00.0 |

DRIVER SIDE COORDINATES

**TD005553**

## C/K (25HD/35/36) Hood Profile (GMC)

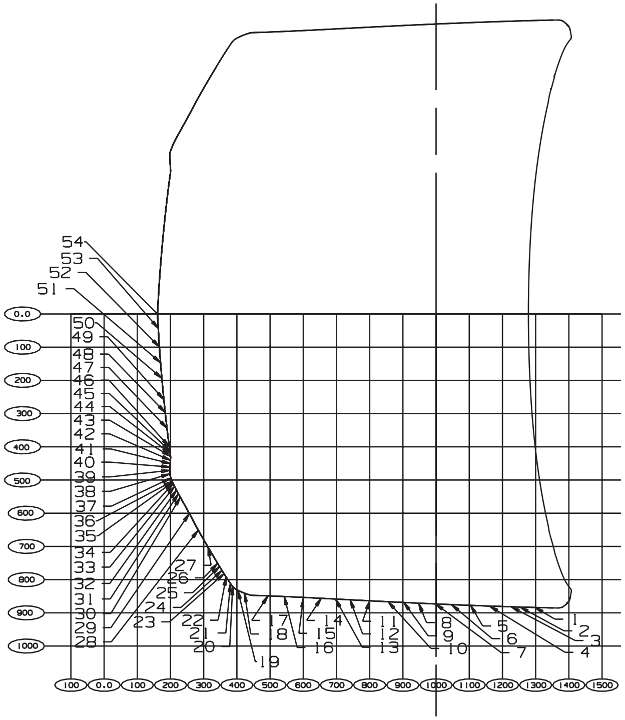

SYMMETRIC ABOUT CENTER LINE OF VEHICLE
Y0,0
-100
-200
-300
-400
-500
-600
-700
-800
-900
X100
200
300
400
500
600
700
800
900
1000
1100
1200
1300
1400
1000
660.4
[26.0]
899.4
[35.4]
696.5
[27.4]
780.0
[30.7]
663.1
[26.1]
840.0
[33.1]
500

| PT# | LENGTH | WIDTH |
|---|---|---|
| 1 | 1000.0 | -863.8 |
| 2 | 900.0 | -857.7 |
| 3 | 800.0 | -851.5 |
| 4 | 700.0 | -845.0 |
| 5 | 600.0 | -837.7 |
| 6 | 500.0 | -829.2 |
| 7 | 400.0 | -819.0 |
| 8 | 364.4 | -815.2 |
| 9 | 343.4 | -812.4 |
| 10 | 334.5 | -800.0 |
| 11 | 317.2 | -772.3 |
| 12 | 300.0 | -739.7 |
| 13 | 281.9 | -700.0 |
| 14 | 267.8 | -663.5 |
| 15 | 254.9 | -629.0 |
| 16 | 244.5 | -600.0 |
| 17 | 232.7 | -568.8 |
| 18 | 223.3 | -536.5 |
| 19 | 215.5 | -500.0 |
| 20 | 209.0 | -464.0 |
| 21 | 200.0 | -410.0 |
| 22 | 197.9 | -400.0 |
| 23 | 192.0 | -358.1 |
| 24 | 183.7 | -300.0 |
| 25 | 178.3 | -249.7 |
| 26 | 173.5 | -200.0 |
| 27 | 168.6 | -141.8 |
| 28 | 165.6 | -100.0 |
| 29 | 163.6 | -33.5 |
| 30 | 161.5 | 00.0 |

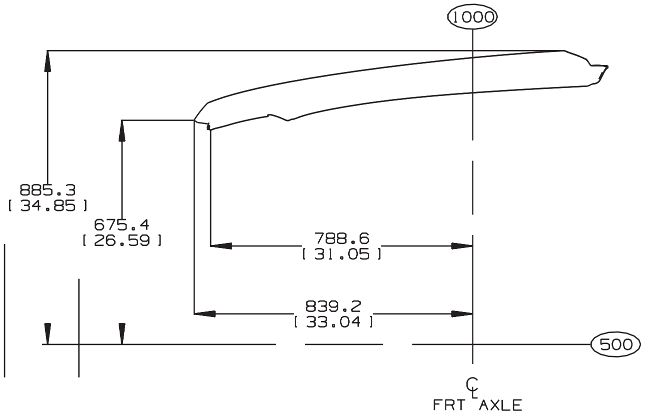
DRIVER SIDE COORDINATES

**TD005553R**

## C/K (15/25)936 Hood Profile


1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
0.0
100
200
300
400
500
600
700
800
900
1000
100
0.0
100
200
300
400
500
600
700
800
900
1000
1100
1200
1300
1400
1500

[ ]: INCHES

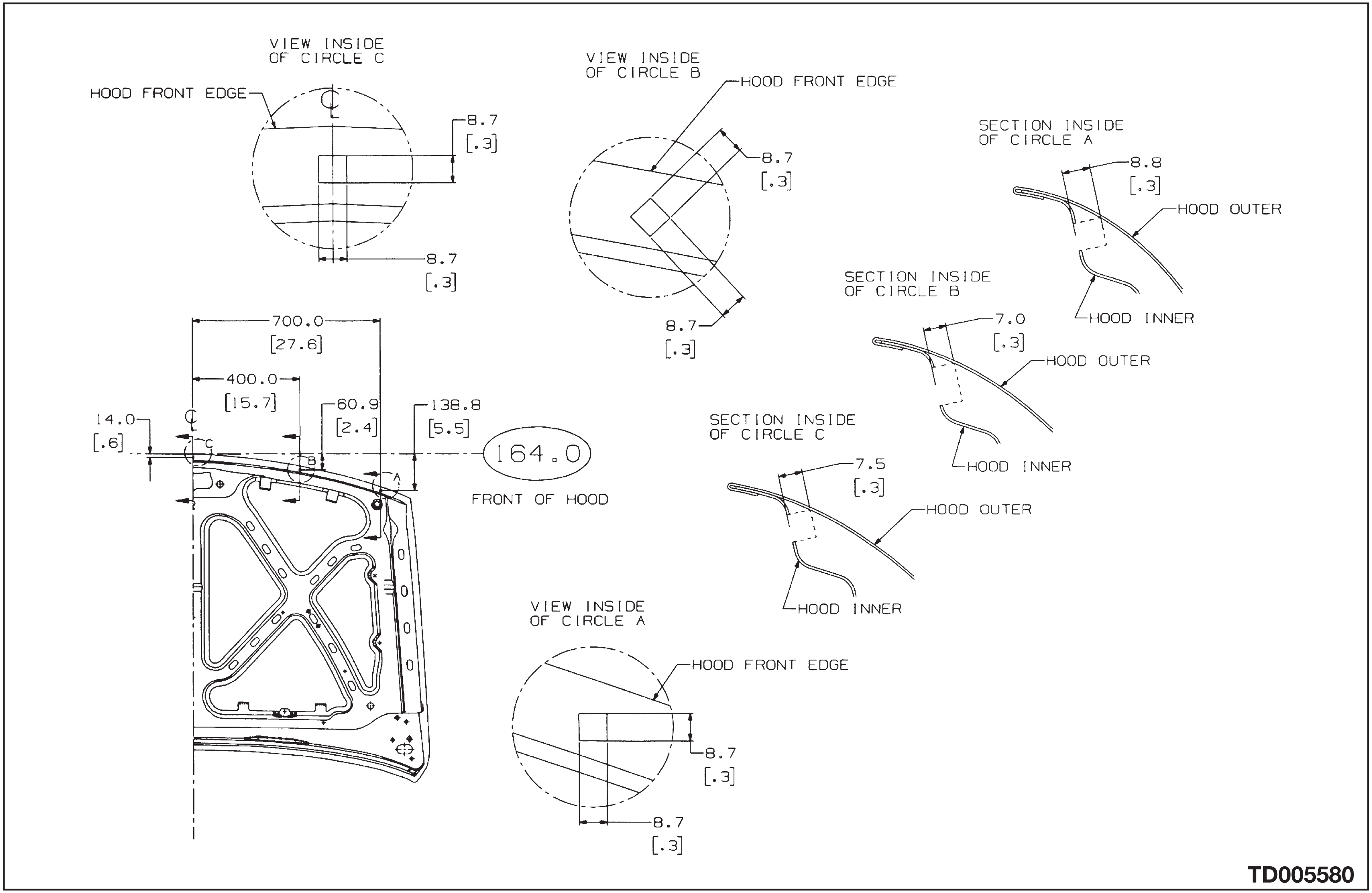

1000
885.3
[ 34.85 ]
675.4
[ 26.59 ]
788.6
[ 31.05 ]
839.2
[ 33.04 ]
500
℄
FRT AXLE

| PT # | LENGTH | WIDTH |
|---|---|---|
| 1 | 1300.0 | -883.9 |
| 2 | 1250.0 | -882.4 |
| 3 | 1200.0 | -880.9 |
| 4 | 1150.0 | -879.1 |
| 5 | 1100.0 | -877.3 |
| 6 | 1050.0 | -875.3 |
| 7 | 1000.0 | -873.2 |
| 8 | 950.0 | -870.9 |
| 9 | 900.0 | -868.6 |
| 10 | 850.0 | -866.1 |
| 11 | 800.0 | -863.7 |
| 12 | 750.0 | -861.1 |
| 13 | 700.0 | -858.5 |
| 14 | 650.0 | -856.0 |
| 15 | 600.0 | -853.4 |
| 16 | 550.0 | -851.3 |
| 17 | 500.0 | -849.1 |
| 18 | 422.3 | -840.6 |
| 19 | 400.0 | -830.6 |
| 20 | 387.1 | -820.6 |
| 21 | 397.9 | -810.6 |
| 22 | 372.8 | -800.0 |
| 23 | 366.8 | -790.6 |
| 24 | 360.2 | -780.6 |
| 25 | 353.9 | -770.6 |
| 26 | 347.7 | -760.6 |
| 27 | 341.8 | -750.6 |
| 28 | 311.9 | -700.6 |
| 29 | 283.3 | -650.6 |
| 30 | 256.2 | -600.0 |
| 31 | 228.9 | -550.6 |
| 32 | 223.5 | -540.6 |
| 33 | 218.0 | -530.6 |
| 34 | 212.6 | -520.6 |
| 35 | 207.9 | -510.6 |
| 36 | 203.4 | -500.0 |
| 37 | 200.1 | -490.2 |
| 38 | 198.0 | -480.3 |
| 39 | 198.2 | -470.2 |
| 40 | 198.6 | -460.6 |
| 41 | 199.1 | -450.6 |
| 42 | 199.7 | -440.6 |
| 43 | 200.2 | -430.4 |
| 44 | 199.2 | -420.6 |
| 45 | 197.7 | -410.6 |
| 46 | 196.3 | -400.0 |
| 47 | 190.3 | -350.0 |
| 48 | 184.3 | -300.0 |
| 49 | 179.3 | -250.0 |
| 50 | 174.4 | -200.0 |
| 51 | 170.4 | -150.0 |
| 52 | 166.5 | -100.0 |
| 53 | 163.6 | -50.0 |
| 54 | 160.7 | -0.0 |

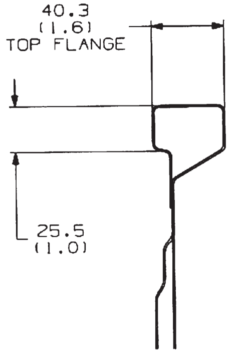
DRIVER SIDE COORDINATES

**TD005706A/B**

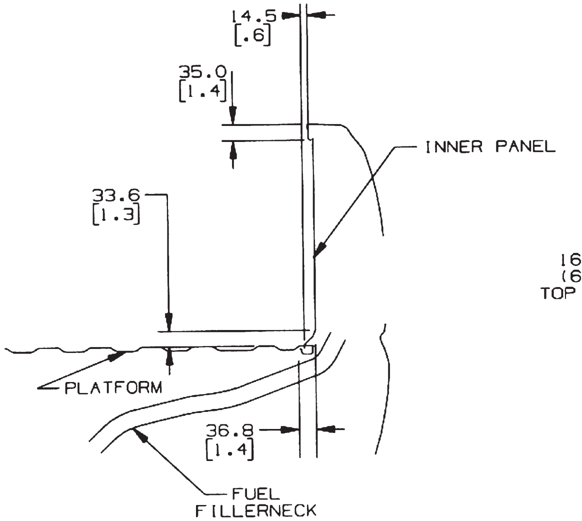
## C/K (15/25/25HD/35/36) Hood Inner Panel


VIEW INSIDE OF CIRCLE C
HOOD FRONT EDGE
8.7 [.3]
8.7 [.3]
VIEW INSIDE OF CIRCLE B
HOOD FRONT EDGE
8.7 [.3]
8.7 [.3]
SECTION INSIDE OF CIRCLE A
8.8 [.3]
HOOD OUTER
HOOD INNER
SECTION INSIDE OF CIRCLE B
7.0 [.3]
HOOD OUTER
HOOD INNER
SECTION INSIDE OF CIRCLE C
7.5 [.3]
HOOD OUTER
HOOD INNER
700.0 [27.6]
400.0 [15.7]
14.0 [.6]
60.9 [2.4]
138.8 [5.5]
164.0
FRONT OF HOOD
C
B
A
VIEW INSIDE OF CIRCLE A
HOOD FRONT EDGE
8.7 [.3]
8.7 [.3]
TD005580

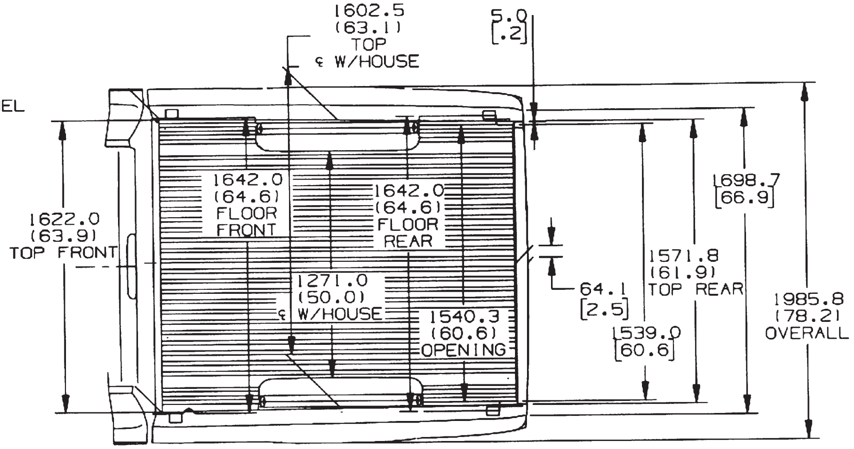
## C/K Fleetside Box


40.3
(1.6)
TOP FLANGE
25.5
(1.0)

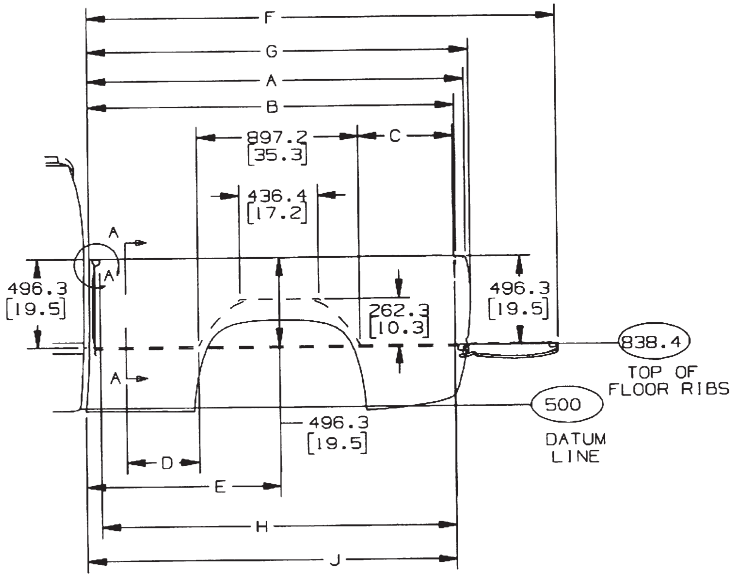
VIEW IN CIRCLE
(A)


14.5
[.6]
35.0
[1.4]
INNER PANEL
33.6
[1.3]
PLATFORM
36.8
[1.4]
FUEL
FILLERNECK

SECTION A-A

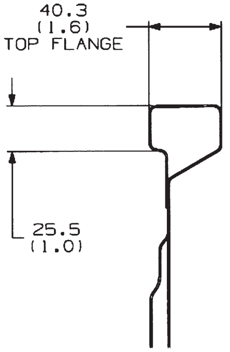

1602.5
(63.1)
TOP
℄ W/HOUSE
5.0
[.2]
1642.0
(64.6)
FLOOR
FRONT
1642.0
(64.6)
FLOOR
REAR
1622.0
(63.9)
TOP FRONT
1698.7
[66.9]
1571.8
(61.9)
TOP REAR
64.1
[2.5]
1271.0
(50.0)
℄ W/HOUSE
1540.3
(60.6)
OPENING
1539.0
[60.6]
1985.8
(78.2)
OVERALL

| | A | B | C | D | E | F | G | H | J |
|---|---|---|---|---|---|---|---|---|---|
| C/K 6.5FT | 2093.6<br>(82.4) | 2037.6<br>(80.2) | 508.3<br>(20.0) | 369.6<br>(14.6) | 1079.1<br>(42.5) | 2595.3<br>(102.2) | 2120.0<br>(83.5) | 1975.1<br>(77.8) | 2055.7<br>(80.9) |
| C/K 8.0FT | 2574.2<br>(101.3) | 2517.6<br>(99.6) | 632.7<br>(24.9) | 724.6<br>(28.5) | 1437.5<br>(56.6) | 3075.0<br>(121.1) | 2600.0<br>(102.4) | 2455.1<br>(96.7) | 2544.2<br>(100.2) |

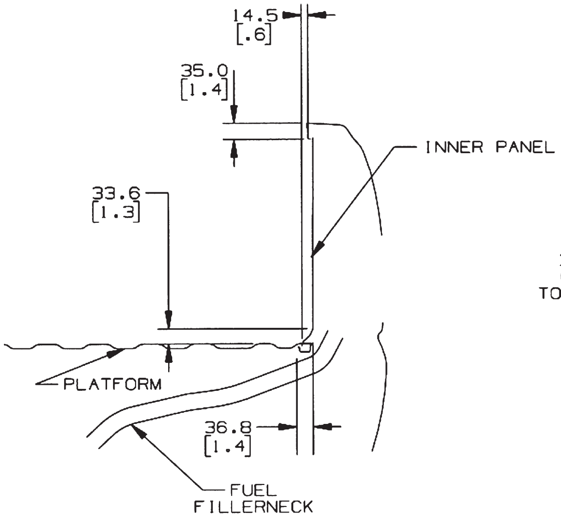

F
G
A
B
897.2
[35.3]
C
436.4
[17.2]
A
A
A
496.3
[19.5]
262.3
[10.3]
496.3
[19.5]
838.4
TOP OF
FLOOR RIBS
500
DATUM
LINE
496.3
[19.5]
D
E
H
J

TD005535

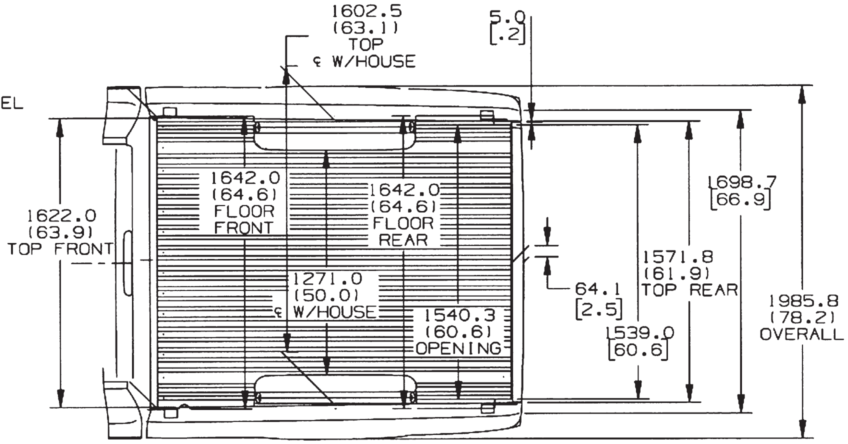
## C/K (25HD/35) Fleetside Box


40.3
(1.6)
TOP FLANGE
25.5
(1.0)

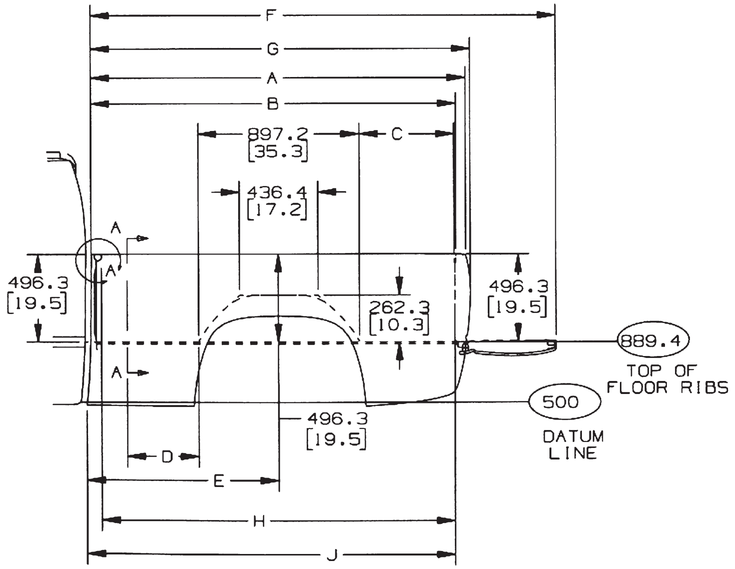
VIEW IN CIRCLE (A)


14.5
[.6]
35.0
[1.4]
INNER PANEL
33.6
[1.3]
PLATFORM
36.8
[1.4]
FUEL
FILLERNECK

SECTION A-A

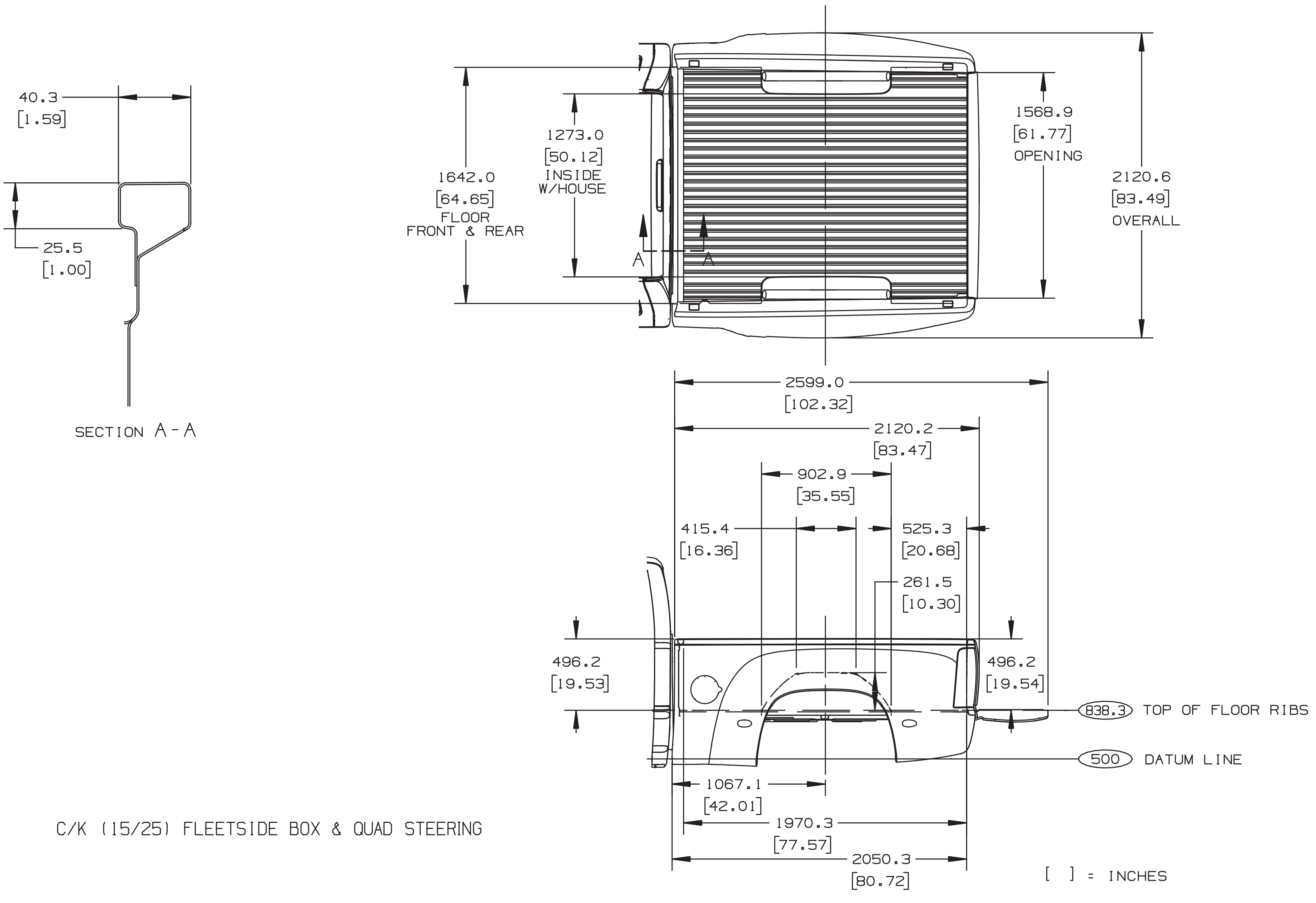

1602.5
(63.1)
TOP
℄ W/HOUSE
5.0
[.2]
1642.0
(64.6)
FLOOR
FRONT
1642.0
(64.6)
FLOOR
REAR
1622.0
(63.9)
TOP FRONT
1271.0
(50.0)
℄ W/HOUSE
1540.3
(60.6)
OPENING
64.1
[2.5]
1698.7
[66.9]
1571.8
(61.9)
TOP REAR
1539.0
[60.6]
1985.8
(78.2)
OVERALL

|  | A | B | C | D | E | F | G | H | J |
|---|---|---|---|---|---|---|---|---|---|
| C/K 6.5FT | 2093.6<br>(82.4) | 2037.6<br>(80.2) | 508.3<br>(20.0) | 369.6<br>(14.6) | 1079.1<br>(42.5) | 2595.3<br>(102.2) | 2120.0<br>(83.5) | 1975.1<br>(77.8) | 2055.7<br>(80.9) |
| C/K 8.0FT | 2574.2<br>(101.3) | 2517.6<br>(99.6) | 632.7<br>(24.9) | 724.6<br>(28.5) | 1437.5<br>(56.6) | 3075.0<br>(121.1) | 2600.0<br>(102.4) | 2455.1<br>(96.7) | 2544.2<br>(100.2) |


F
G
A
B
897.2
[35.3]
C
436.4
[17.2]
A
A
A
496.3
[19.5]
262.3
[10.3]
496.3
[19.5]
889.4
TOP OF
FLOOR RIBS
500
DATUM
LINE
496.3
[19.5]
D
E
H
J

TD005535R

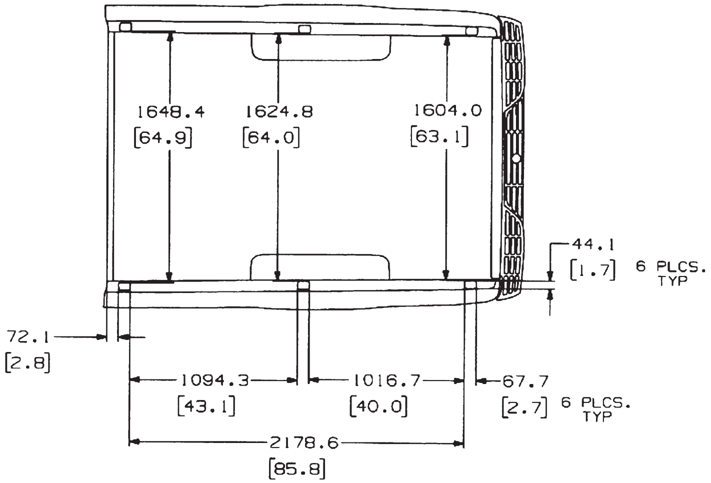
## C/K Fleetside 6.5 Foot with Quad Steering (Option NYS)


40.3
[1.59]
25.5
[1.00]
SECTION A-A
1642.0
[64.65]
FLOOR
FRONT & REAR
1273.0
[50.12]
INSIDE
W/HOUSE
A
A
1568.9
[61.77]
OPENING
2120.6
[83.49]
OVERALL
2599.0
[102.32]
2120.2
[83.47]
902.9
[35.55]
415.4
[16.36]
525.3
[20.68]
261.5
[10.30]
496.2
[19.53]
496.2
[19.54]
838.3 TOP OF FLOOR RIBS
500 DATUM LINE
1067.1
[42.01]
1970.3
[77.57]
2050.3
[80.72]
[ ] = INCHES
C/K (15/25) FLEETSIDE BOX & QUAD STEERING

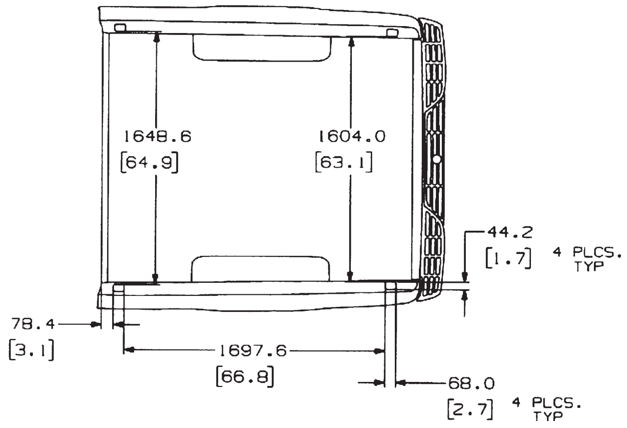
TD005992a

## C/K (15/25/25HD/35) Stake Pockets

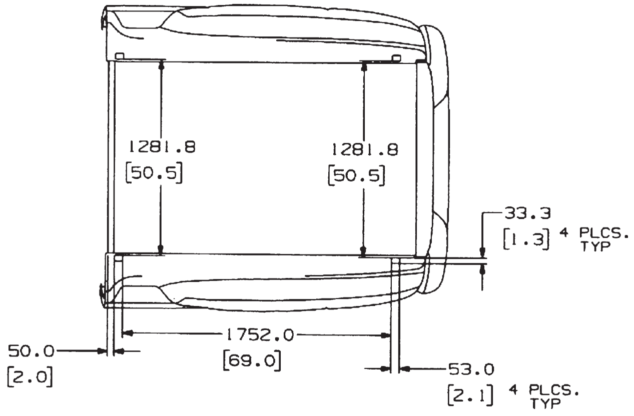
8.0 FLEETSIDE PICKUP BOX


1648.4
[64.9]
1624.8
[64.0]
1604.0
[63.1]
44.1
[1.7] 6 PLCS. TYP
72.1
[2.8]
1094.3
[43.1]
1016.7
[40.0]
67.7
[2.7] 6 PLCS. TYP
2178.6
[85.8]

6.5 FLEETSIDE PICKUP BOX

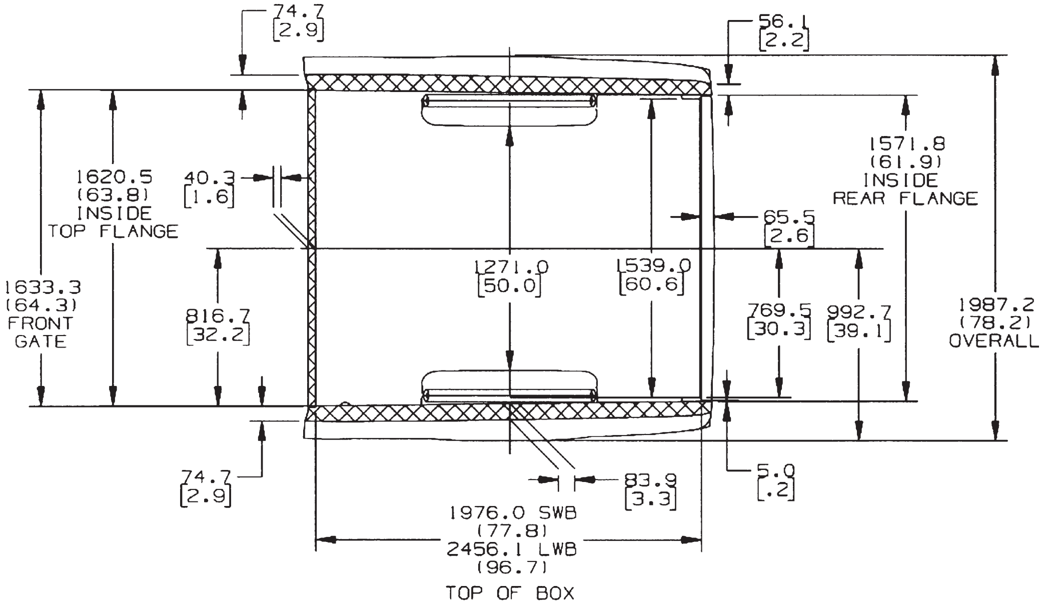

1648.6
[64.9]
1604.0
[63.1]
44.2
[1.7] 4 PLCS. TYP
78.4
[3.1]
1697.6
[66.8]
68.0
[2.7] 4 PLCS. TYP

6.5 SPORTSIDE PICKUP BOX

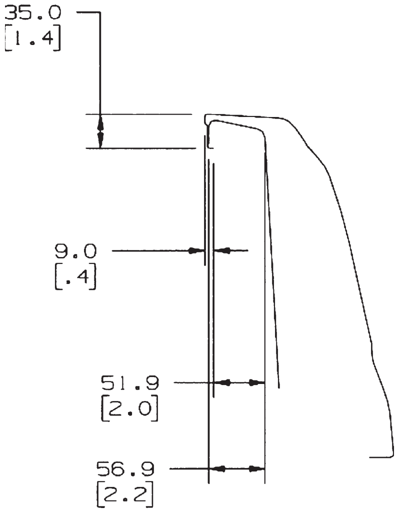

1281.8
[50.5]
1281.8
[50.5]
33.3
[1.3] 4 PLCS. TYP
50.0
[2.0]
1752.0
[69.0]
53.0
[2.1] 4 PLCS. TYP

**TD005581**

## C/K (15/25/25HD/35) Fleetside Box, Top Rail

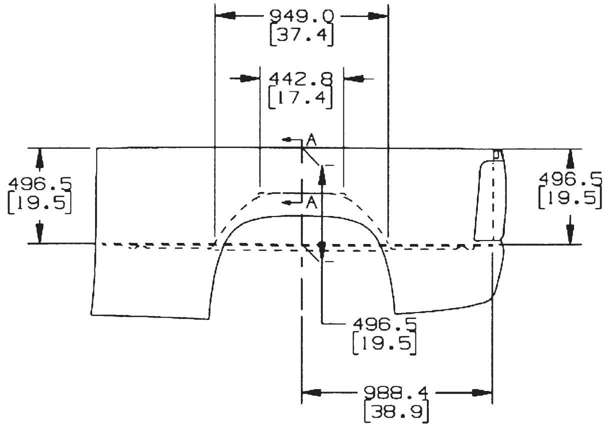


74.7
[2.9]
56.1
[2.2]
1571.8
(61.9)
INSIDE
REAR FLANGE
1620.5
(63.8)
INSIDE
TOP FLANGE
40.3
[1.6]
65.5
[2.6]
1633.3
(64.3)
FRONT
GATE
816.7
[32.2]
1271.0
[50.0]
1539.0
[60.6]
769.5
[30.3]
992.7
[39.1]
1987.2
(78.2)
OVERALL
74.7
[2.9]
83.9
[3.3]
5.0
[.2]
1976.0 SWB
(77.8)
2456.1 LWB
(96.7)
TOP OF BOX



35.0
[1.4]
9.0
[.4]
51.9
[2.0]
56.9
[2.2]

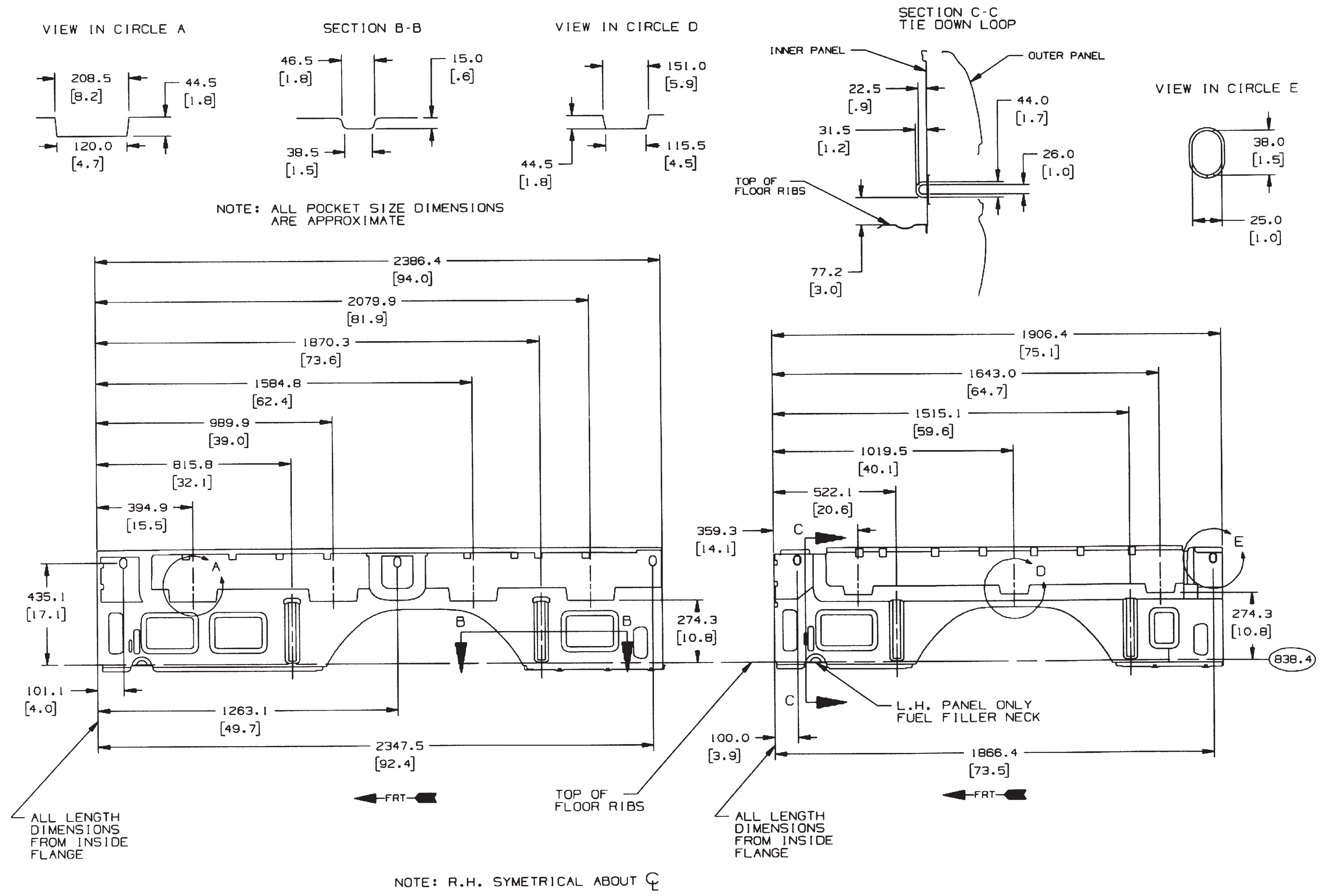
SECTION A-A



949.0
[37.4]
442.8
[17.4]
A
A
496.5
[19.5]
496.5
[19.5]
496.5
[19.5]
988.4
[38.9]

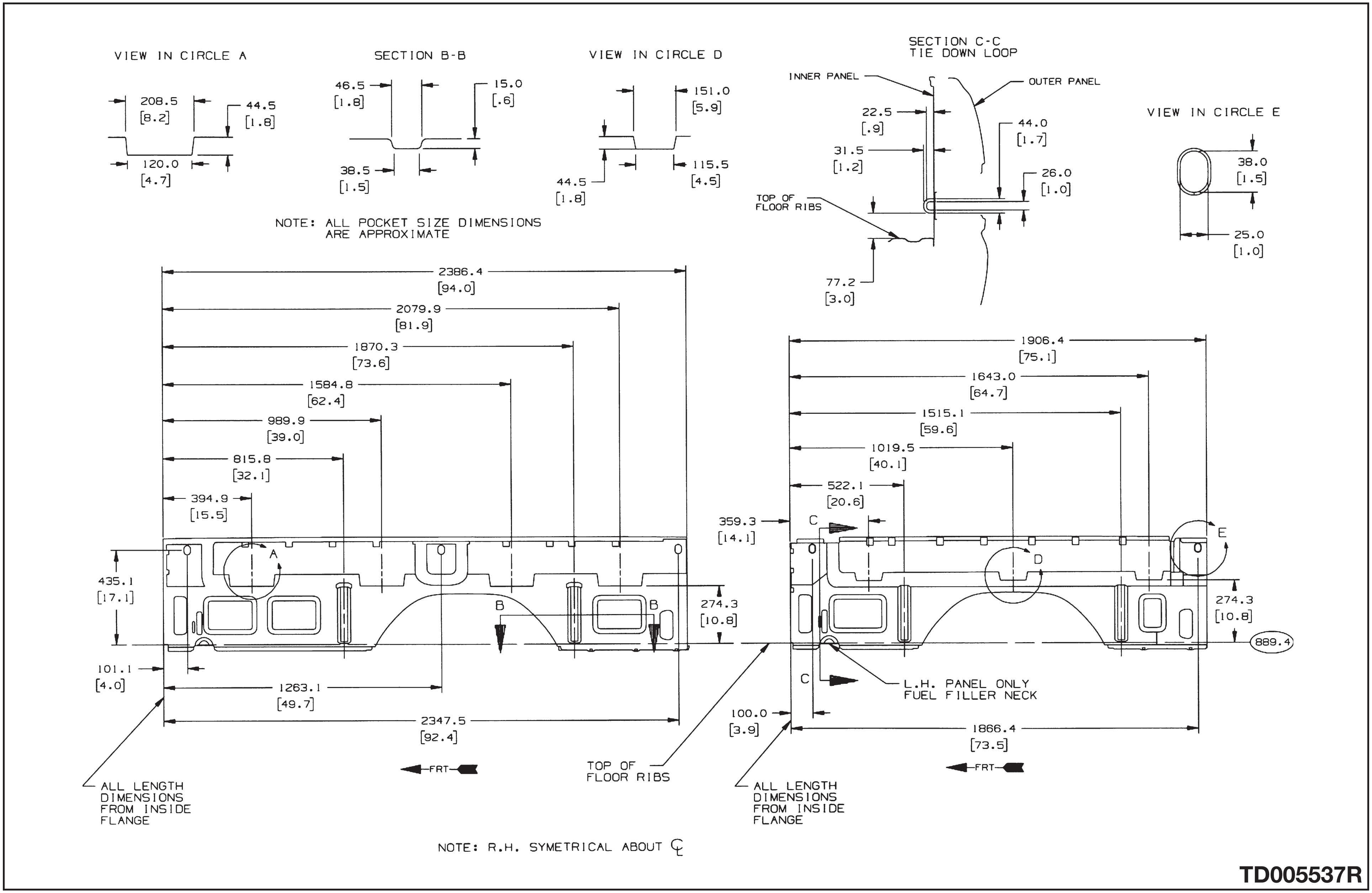
TD005536

## C/K (15/25) Fleetside Box Inner Side Panel


VIEW IN CIRCLE A
208.5 [8.2]
44.5 [1.8]
120.0 [4.7]
SECTION B-B
46.5 [1.8]
15.0 [.6]
38.5 [1.5]
VIEW IN CIRCLE D
151.0 [5.9]
115.5 [4.5]
44.5 [1.8]
NOTE: ALL POCKET SIZE DIMENSIONS ARE APPROXIMATE
SECTION C-C TIE DOWN LOOP
INNER PANEL
OUTER PANEL
22.5 [.9]
31.5 [1.2]
44.0 [1.7]
26.0 [1.0]
TOP OF FLOOR RIBS
77.2 [3.0]
VIEW IN CIRCLE E
38.0 [1.5]
25.0 [1.0]
2386.4 [94.0]
2079.9 [81.9]
1870.3 [73.6]
1584.8 [62.4]
989.9 [39.0]
815.8 [32.1]
394.9 [15.5]
435.1 [17.1]
A
B
B
274.3 [10.8]
101.1 [4.0]
1263.1 [49.7]
2347.5 [92.4]
FRT
TOP OF FLOOR RIBS
ALL LENGTH DIMENSIONS FROM INSIDE FLANGE
1906.4 [75.1]
1643.0 [64.7]
1515.1 [59.6]
1019.5 [40.1]
522.1 [20.6]
359.3 [14.1]
C
D
E
274.3 [10.8]
838.4
C
L.H. PANEL ONLY FUEL FILLER NECK
100.0 [3.9]
1866.4 [73.5]
FRT
ALL LENGTH DIMENSIONS FROM INSIDE FLANGE
NOTE: R.H. SYMETRICAL ABOUT ℄

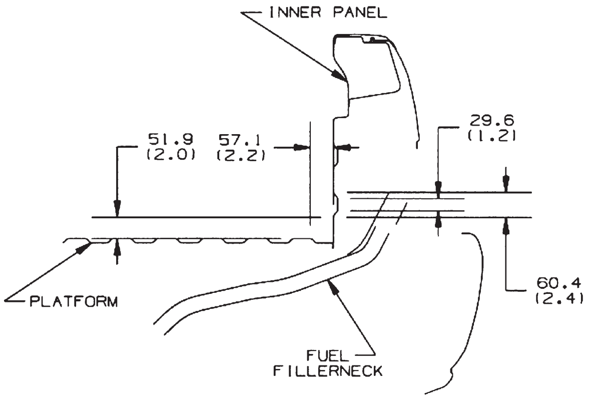
**TD005537**

## C/K (25HD/35) Box Inner Side Panel

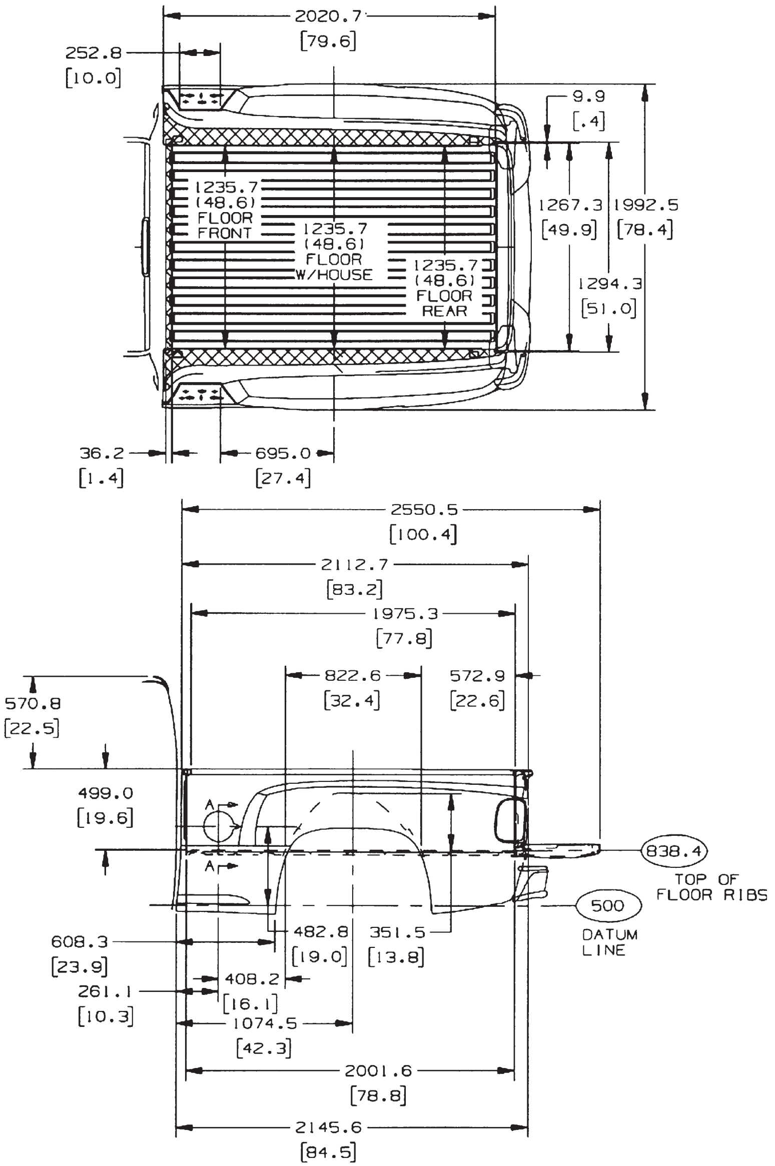

VIEW IN CIRCLE A
208.5 [8.2]
44.5 [1.8]
120.0 [4.7]
SECTION B-B
46.5 [1.8]
15.0 [.6]
38.5 [1.5]
VIEW IN CIRCLE D
151.0 [5.9]
115.5 [4.5]
44.5 [1.8]
NOTE: ALL POCKET SIZE DIMENSIONS ARE APPROXIMATE
SECTION C-C TIE DOWN LOOP
INNER PANEL
OUTER PANEL
22.5 [.9]
31.5 [1.2]
44.0 [1.7]
26.0 [1.0]
TOP OF FLOOR RIBS
77.2 [3.0]
VIEW IN CIRCLE E
38.0 [1.5]
25.0 [1.0]
2386.4 [94.0]
2079.9 [81.9]
1870.3 [73.6]
1584.8 [62.4]
989.9 [39.0]
815.8 [32.1]
394.9 [15.5]
A
435.1 [17.1]
B
B
274.3 [10.8]
101.1 [4.0]
1263.1 [49.7]
2347.5 [92.4]
FRT
ALL LENGTH DIMENSIONS FROM INSIDE FLANGE
TOP OF FLOOR RIBS
1906.4 [75.1]
1643.0 [64.7]
1515.1 [59.6]
1019.5 [40.1]
522.1 [20.6]
359.3 [14.1]
C
D
E
274.3 [10.8]
889.4
C
L.H. PANEL ONLY FUEL FILLER NECK
100.0 [3.9]
1866.4 [73.5]
FRT
ALL LENGTH DIMENSIONS FROM INSIDE FLANGE
NOTE: R.H. SYMETRICAL ABOUT ℄

TD005537R

## C/K 157(03/53) Sportside Box

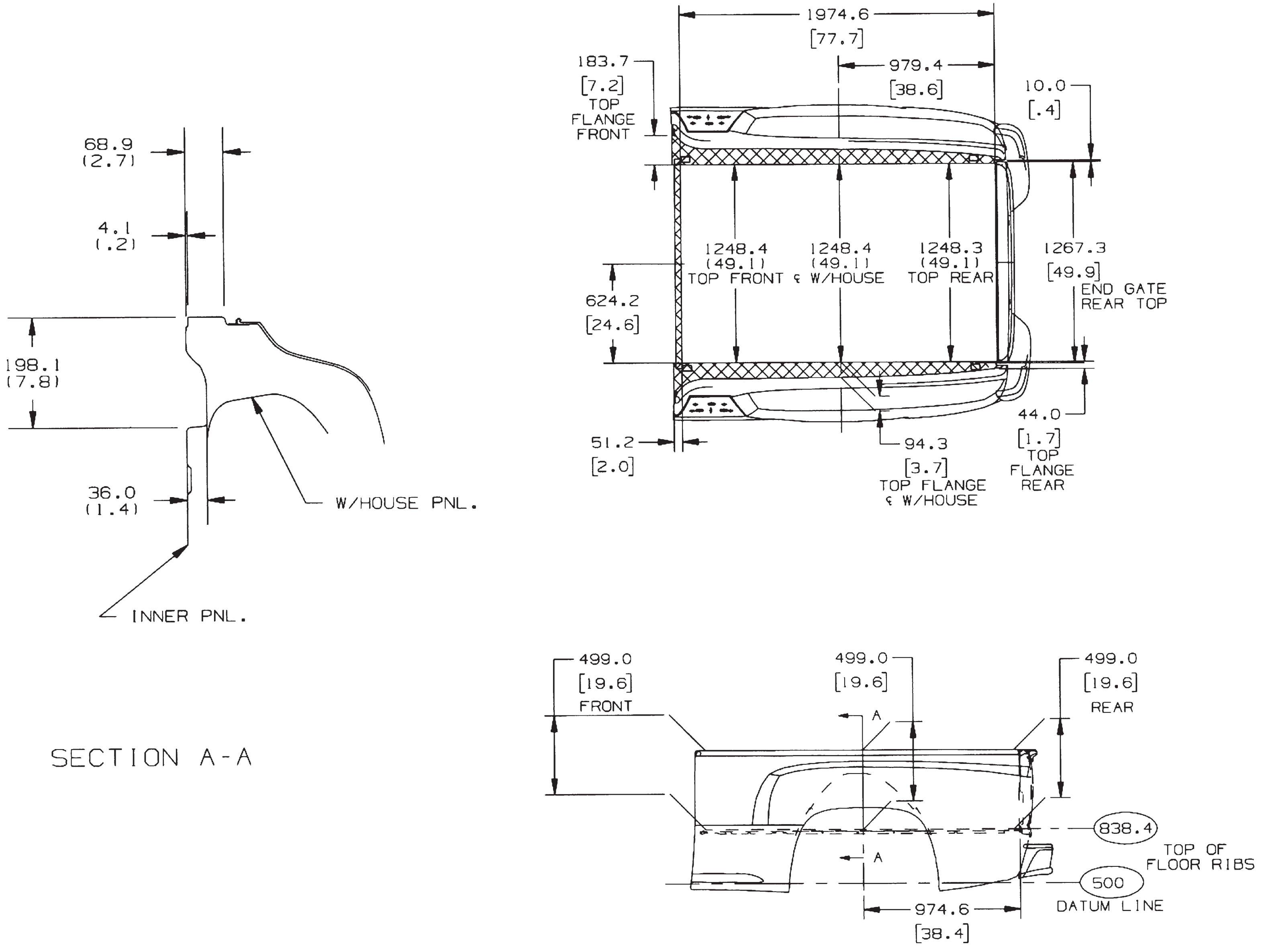

INNER PANEL
51.9 (2.0)
57.1 (2.2)
29.6 (1.2)
60.4 (2.4)
PLATFORM
FUEL FILLERNECK

SECTION A-A


2020.7 [79.6]
252.8 [10.0]
9.9 [.4]
1235.7 (48.6) FLOOR FRONT
1235.7 (48.6) FLOOR W/HOUSE
1235.7 (48.6) FLOOR REAR
1267.3 [49.9]
1992.5 [78.4]
1294.3 [51.0]
36.2 [1.4]
695.0 [27.4]
2550.5 [100.4]
2112.7 [83.2]
1975.3 [77.8]
822.6 [32.4]
572.9 [22.6]
570.8 [22.5]
499.0 [19.6]
A
A
838.4
TOP OF FLOOR RIBS
500
DATUM LINE
608.3 [23.9]
482.8 [19.0]
351.5 [13.8]
408.2 [16.1]
261.1 [10.3]
1074.5 [42.3]
2001.6 [78.8]
2145.6 [84.5]

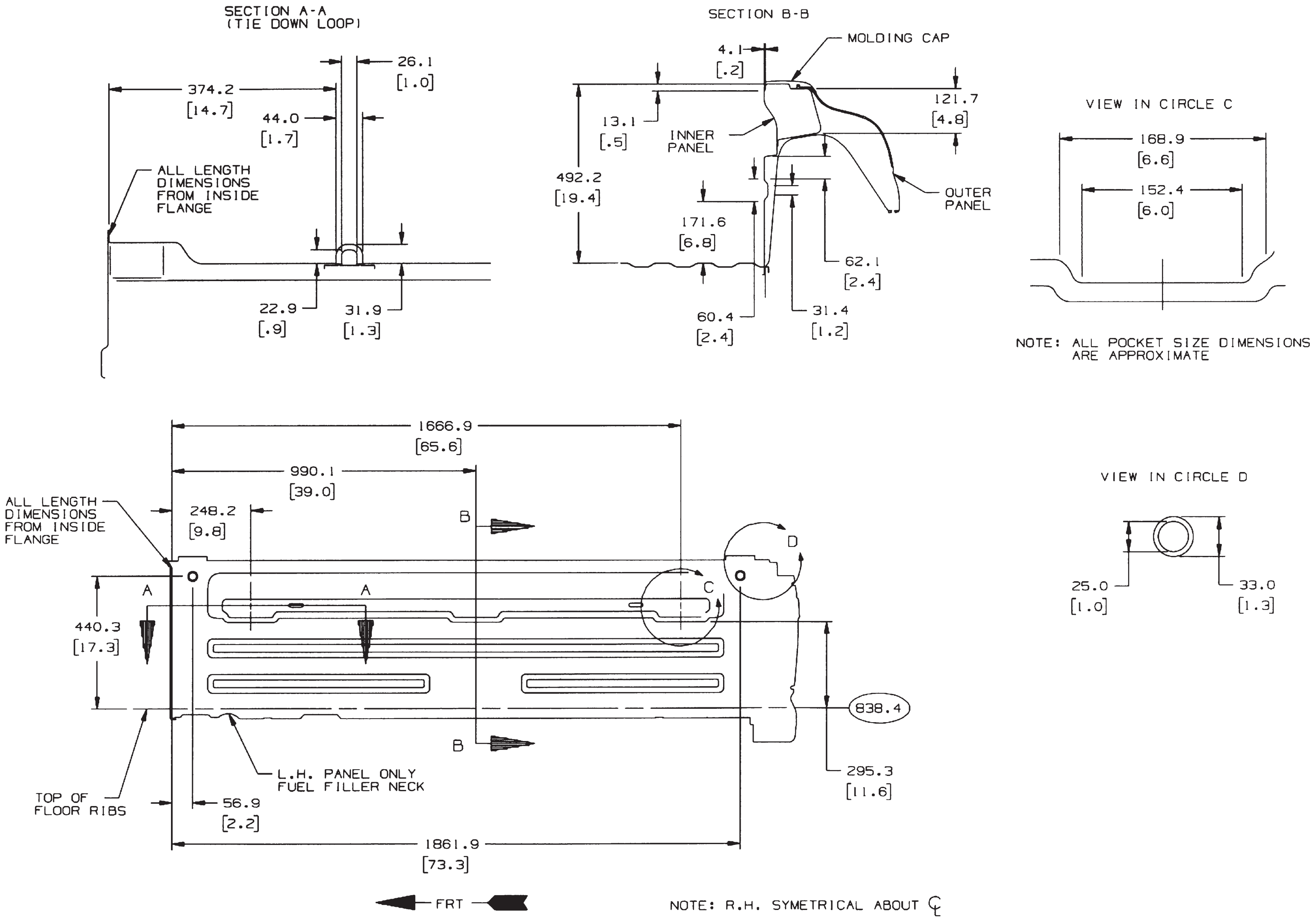
TD005541

## C/K 157(03/53) Sportside Box, Top Rail


68.9
(2.7)
4.1
(.2)
198.1
(7.8)
36.0
(1.4)
W/HOUSE PNL.
INNER PNL.
SECTION A-A
1974.6
[77.7]
183.7
[7.2]
TOP
FLANGE
FRONT
979.4
[38.6]
10.0
[.4]
1248.4
(49.1)
TOP FRONT
1248.4
(49.1)
℄ W/HOUSE
1248.3
(49.1)
TOP REAR
1267.3
[49.9]
END GATE
REAR TOP
624.2
[24.6]
51.2
[2.0]
94.3
[3.7]
TOP FLANGE
℄ W/HOUSE
44.0
[1.7]
TOP
FLANGE
REAR
499.0
[19.6]
FRONT
499.0
[19.6]
A
499.0
[19.6]
REAR
838.4
TOP OF
FLOOR RIBS
A
500
DATUM LINE
974.6
[38.4]

TD005542

## C/K 157(03/53) Sportside, Inner Side Panel


SECTION A-A
(TIE DOWN LOOP)
374.2
[14.7]
44.0
[1.7]
26.1
[1.0]
ALL LENGTH DIMENSIONS FROM INSIDE FLANGE
22.9
[.9]
31.9
[1.3]
SECTION B-B
4.1
[.2]
MOLDING CAP
13.1
[.5]
INNER PANEL
121.7
[4.8]
492.2
[19.4]
171.6
[6.8]
OUTER PANEL
62.1
[2.4]
60.4
[2.4]
31.4
[1.2]
VIEW IN CIRCLE C
168.9
[6.6]
152.4
[6.0]
NOTE: ALL POCKET SIZE DIMENSIONS ARE APPROXIMATE
1666.9
[65.6]
990.1
[39.0]
248.2
[9.8]
ALL LENGTH DIMENSIONS FROM INSIDE FLANGE
B
A
A
C
D
440.3
[17.3]
838.4
B
L.H. PANEL ONLY FUEL FILLER NECK
295.3
[11.6]
TOP OF FLOOR RIBS
56.9
[2.2]
1861.9
[73.3]
FRT
NOTE: R.H. SYMETRICAL ABOUT ℄
VIEW IN CIRCLE D
25.0
[1.0]
33.0
[1.3]

TD005543

## Composite Pickup Box Equipment Attachment Recommendations

**Attachments directly to box composite box material**

(Commonly used for installation of Cross-Car Tool Boxes, Longitudinal Tool Boxes, and Ladder Racks)

- Fasteners threaded directly into the composite material are **NOT** recommended.
- Attachments may be made to the composite material by drilling completely through the composite material and using a bolt, load spreading plate and nut.
  - Minimum of two fasteners per side are recommended.
  - Minimum 3/8" or 10mm diameter bolts are recommended.
  - Load spreading plates 1/8" to 1/4" thick with a minimum area of four square inches (2" x 2", 1.5" x 3", 2.5" diameter, etc.) are recommended to be used between the bolt head or nut and the box inner composite material.
  - Avoid placement of holes next to features of the box inner panel (corners, radii, etc.) that will preclude the use of a load spreading plate.

**Attachments of equipment support legs to bed of composite box**

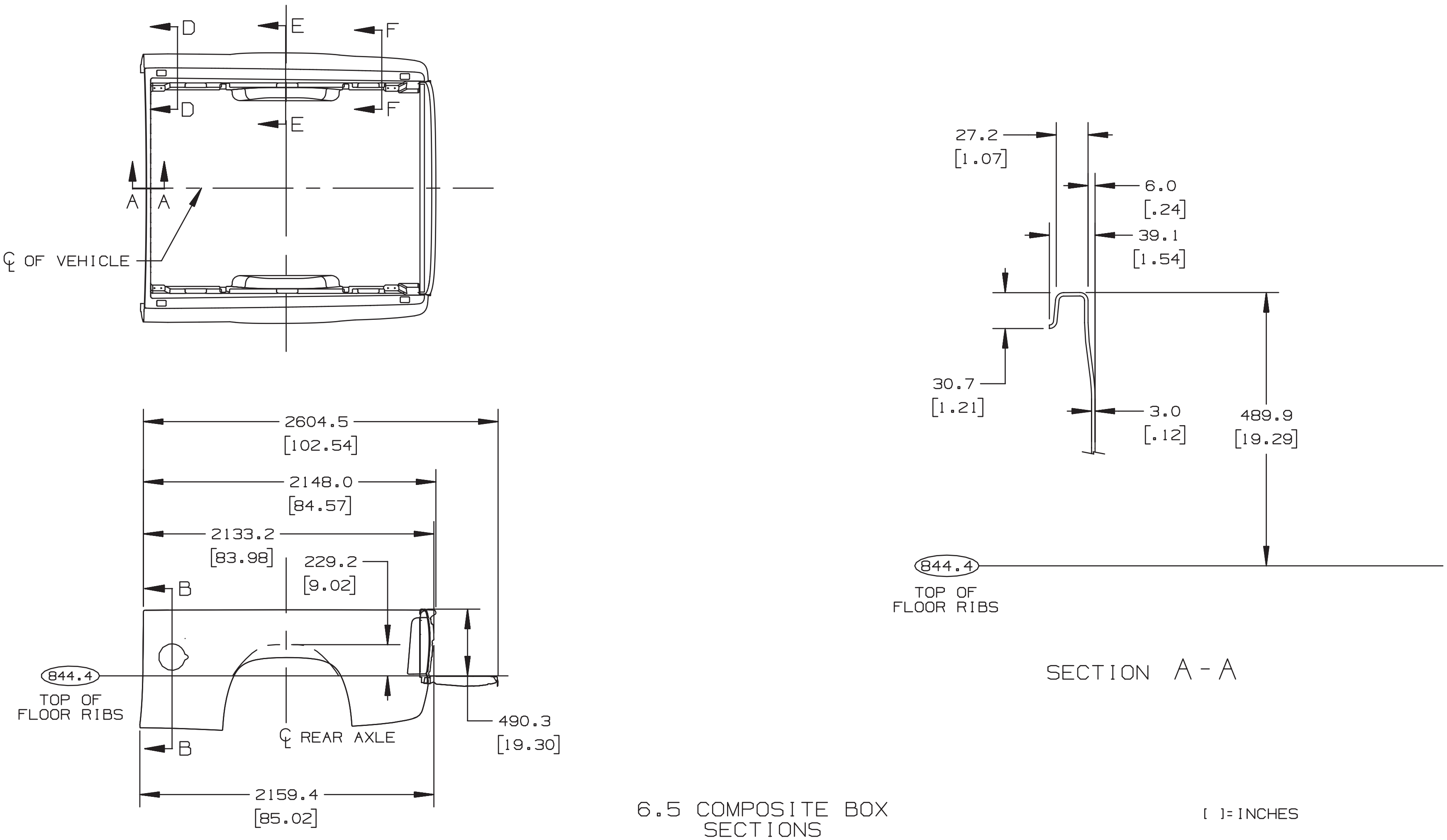
(Commonly used for support of Longitudinal Side Rail Mounted Tool Boxes)

- Avoid disturbance (drilling, bending, etc.) of the bonded surfaces of the composite box inner to the high strength steel cross-sills.
- The support leg should contact the composite box bed in the lower surface of the bed longitudinal strengthening ribs.
- The support leg mounting surface should have a minimum area of four square inches (2" x 2", 1.5" x 3", 2.5" diameter, etc.)
- If possible, the support leg should be placed directly above one of the high strength steel cross-sills beneath the composite box bed surface.
- If the support leg cannot be located directly above one of the high strength steel cross-sills, a “load transfer” plate should be placed between the support leg and the composite box bed.
  - The load transfer plate should be 1/4" thick.
  - The load transfer plate should be placed in the lower surface of the bed longitudinal strengthening ribs.
  - The load transfer plate should span the distance between the two closest high strength steel cross-sills.

**Other Composite Box Equipment Recommendations**

- Do not let aftermarket equipment touch (to have hard contact) in corners (radii) of the composite box inner walls.
- Do not force or wedge equipment into the pickup box – deflecting the side walls.
- Points of contact between aftermarket equipment and the composite box panels, that are not securely fastened, may cause undesirable wear to the box panels.
- Maximum load limits for Composite Box equipment are as follows:
  - Ladder Rack and Cargo – 800 lbs. (364 kg)
  - Cross Toolbox and Cargo – 400 lbs. (181 kg)
  - Side Boxes and Cargo – 350 lbs. Per side (159 kg per side)
  - The combined weight for all rail-mounted equipment should not exceed 1,200 lbs. (545 kg).

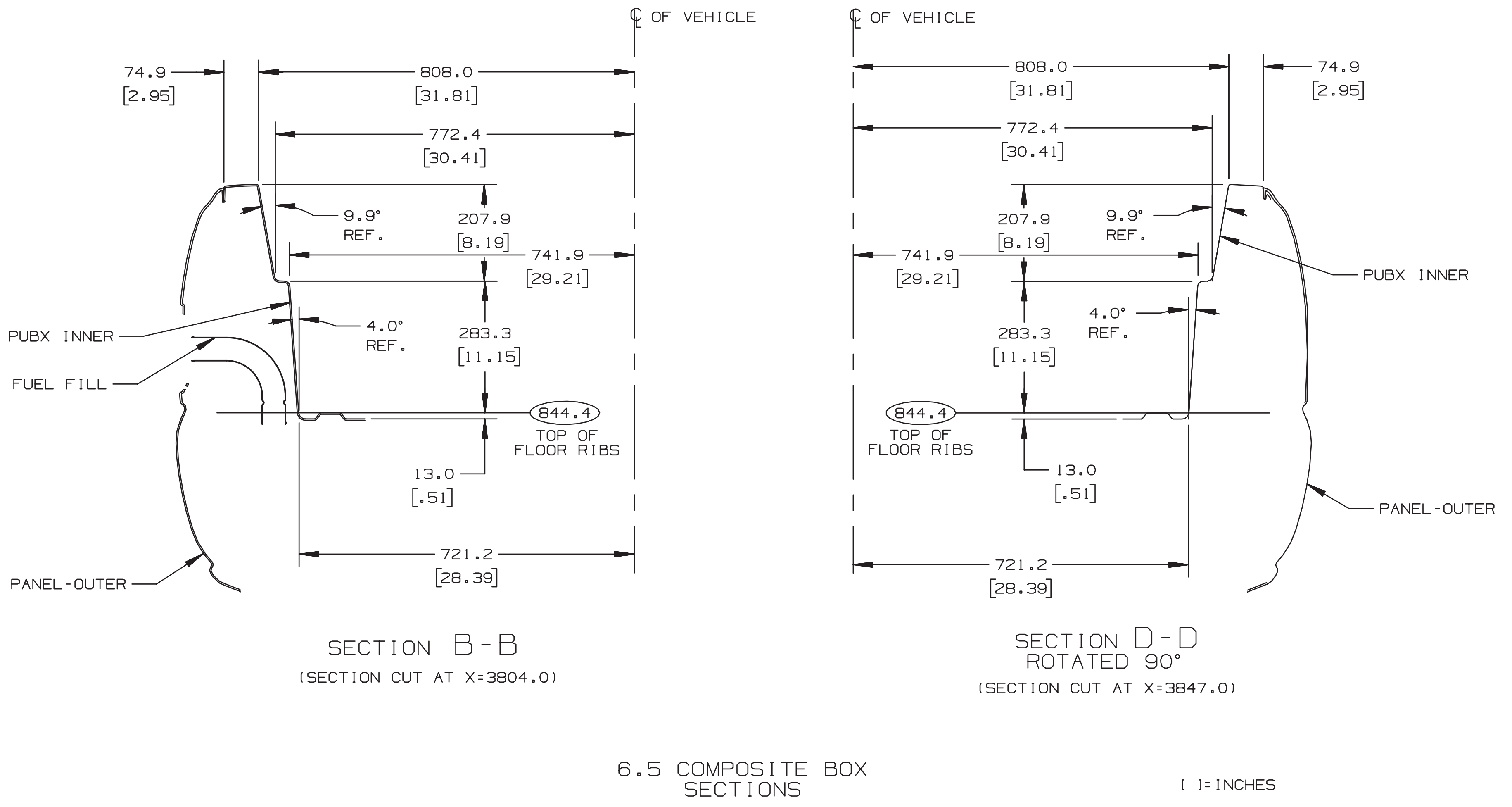
## General Arrangement


D
E
F
D
E
F
A
A
℄ OF VEHICLE
2604.5
[102.54]
2148.0
[84.57]
2133.2
[83.98]
229.2
[9.02]
B
B
844.4
TOP OF FLOOR RIBS
℄ REAR AXLE
490.3
[19.30]
2159.4
[85.02]
27.2
[1.07]
6.0
[.24]
39.1
[1.54]
30.7
[1.21]
3.0
[.12]
489.9
[19.29]
844.4
TOP OF FLOOR RIBS
SECTION A-A
[ ]= INCHES

6.5 COMPOSITE BOX SECTIONS

TD006032a

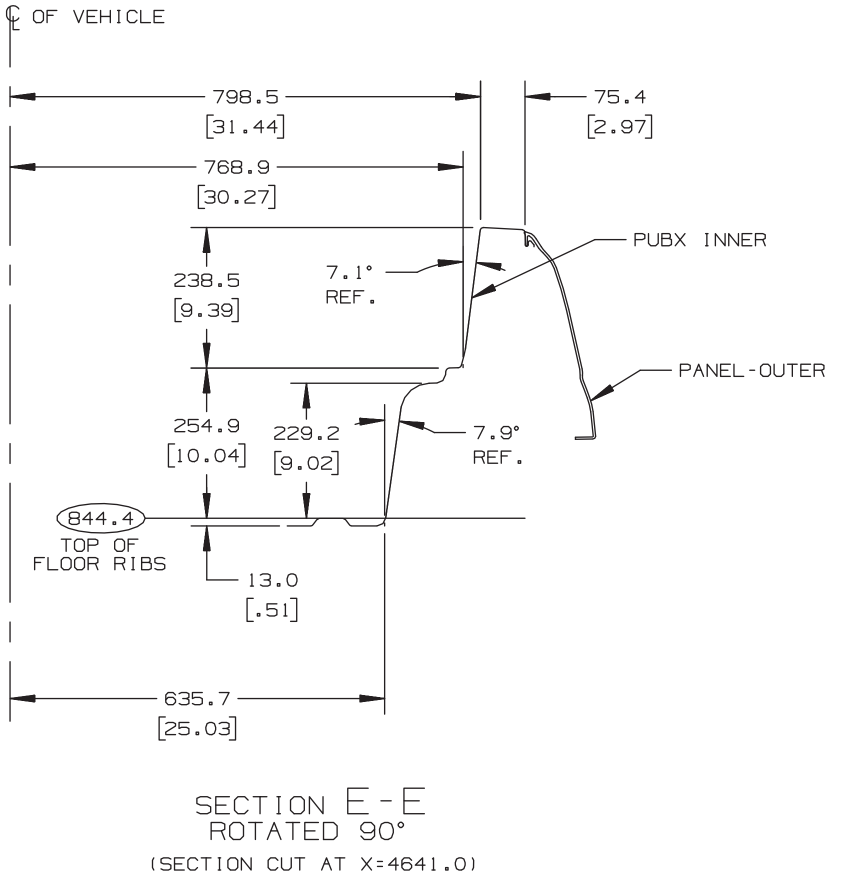
## Forward Cross-sections

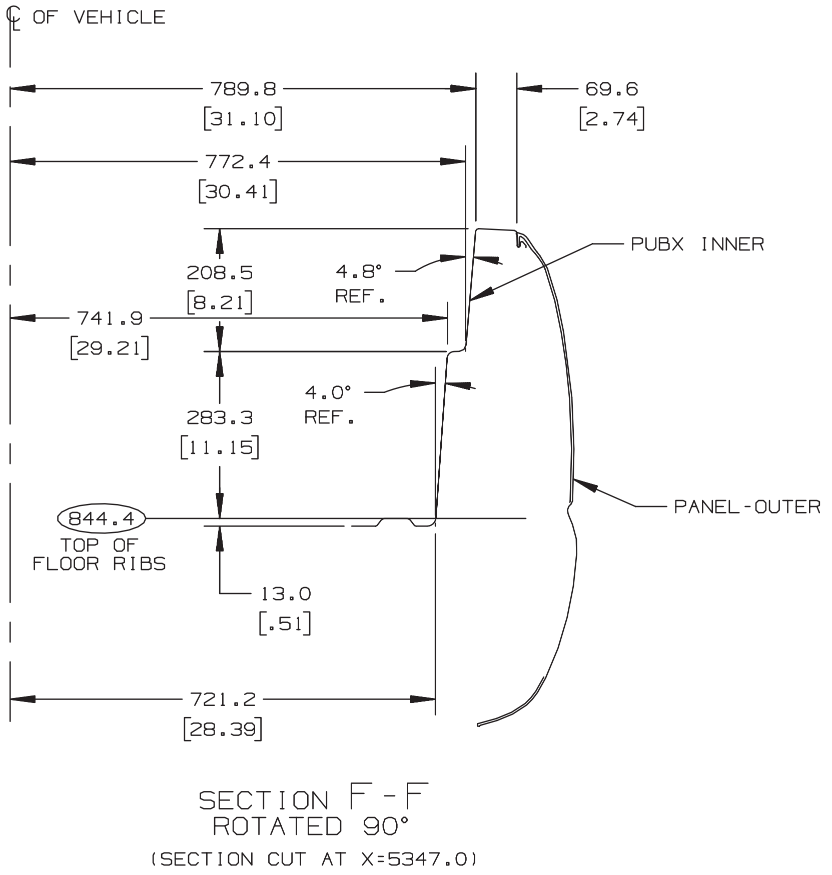


℄ OF VEHICLE
74.9 [2.95]
808.0 [31.81]
772.4 [30.41]
9.9° REF.
207.9 [8.19]
741.9 [29.21]
PUBX INNER
4.0° REF.
283.3 [11.15]
FUEL FILL
844.4
TOP OF FLOOR RIBS
13.0 [.51]
PANEL-OUTER
721.2 [28.39]
SECTION B-B
(SECTION CUT AT X=3804.0)
℄ OF VEHICLE
808.0 [31.81]
74.9 [2.95]
772.4 [30.41]
207.9 [8.19]
9.9° REF.
741.9 [29.21]
PUBX INNER
4.0° REF.
283.3 [11.15]
844.4
TOP OF FLOOR RIBS
13.0 [.51]
PANEL-OUTER
721.2 [28.39]
SECTION D-D ROTATED 90°
(SECTION CUT AT X=3847.0)
6.5 COMPOSITE BOX SECTIONS
[ ]=INCHES

TD006032b

## Center and Rear Cross-sections


℄ OF VEHICLE
798.5
[31.44]
75.4
[2.97]
768.9
[30.27]
PUBX INNER
238.5
[9.39]
7.1°
REF.
PANEL-OUTER
254.9
[10.04]
229.2
[9.02]
7.9°
REF.
844.4
TOP OF
FLOOR RIBS
13.0
[.51]
635.7
[25.03]
SECTION E-E
ROTATED 90°
(SECTION CUT AT X=4641.0)

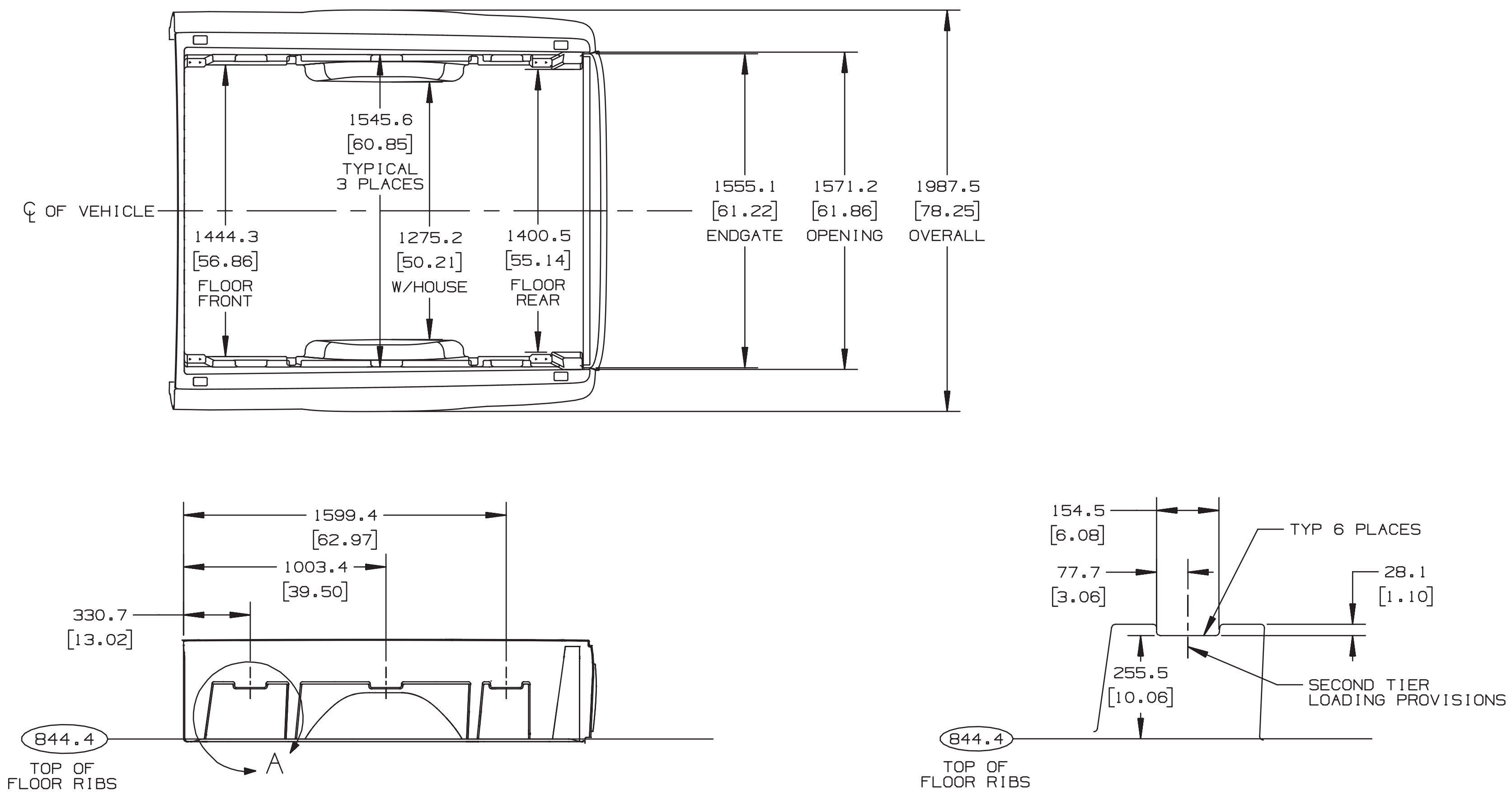

℄ OF VEHICLE
789.8
[31.10]
69.6
[2.74]
772.4
[30.41]
PUBX INNER
208.5
[8.21]
4.8°
REF.
741.9
[29.21]
4.0°
REF.
283.3
[11.15]
PANEL-OUTER
844.4
TOP OF
FLOOR RIBS
13.0
[.51]
721.2
[28.39]
SECTION F-F
ROTATED 90°
(SECTION CUT AT X=5347.0)

6.5 COMPOSITE BOX
SECTIONS

[ ]=INCHES

TD006032c

## Second Tier Loading Provisions


1545.6
[60.85]
TYPICAL
3 PLACES
℄ OF VEHICLE
1444.3
[56.86]
FLOOR
FRONT
1275.2
[50.21]
W/HOUSE
1400.5
[55.14]
FLOOR
REAR
1555.1
[61.22]
ENDGATE
1571.2
[61.86]
OPENING
1987.5
[78.25]
OVERALL
1599.4
[62.97]
1003.4
[39.50]
330.7
[13.02]
844.4
TOP OF
FLOOR RIBS
A
154.5
[6.08]
77.7
[3.06]
TYP 6 PLACES
28.1
[1.10]
255.5
[10.06]
SECOND TIER
LOADING PROVISIONS
844.4
TOP OF
FLOOR RIBS
VIEW IN CIRCLE A

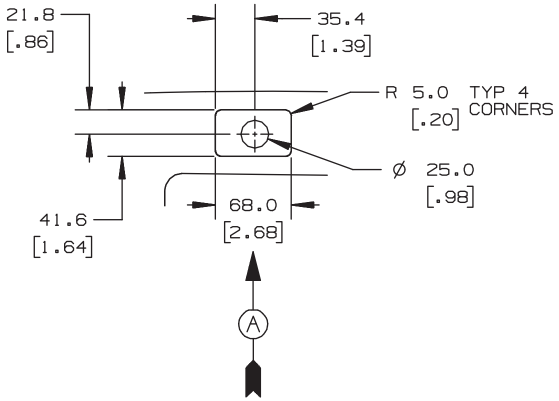
6.5 COMPOSITE BOX
INSIDE PICK-UP BOX
SECOND TIER LOADING PROVISIONS

NOTE: ALL POCKET SIZE DIMENSIONS
ARE APPROXIMATE

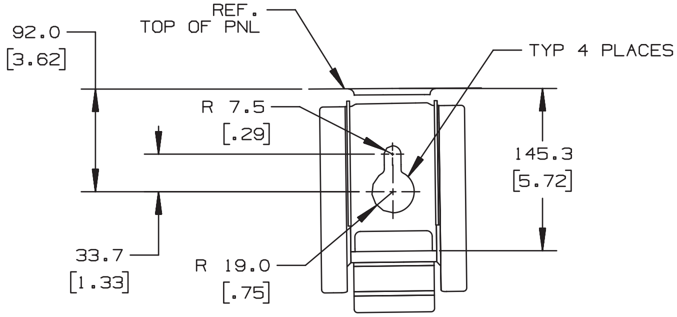
[ ]= INCHES

**TD006032d**

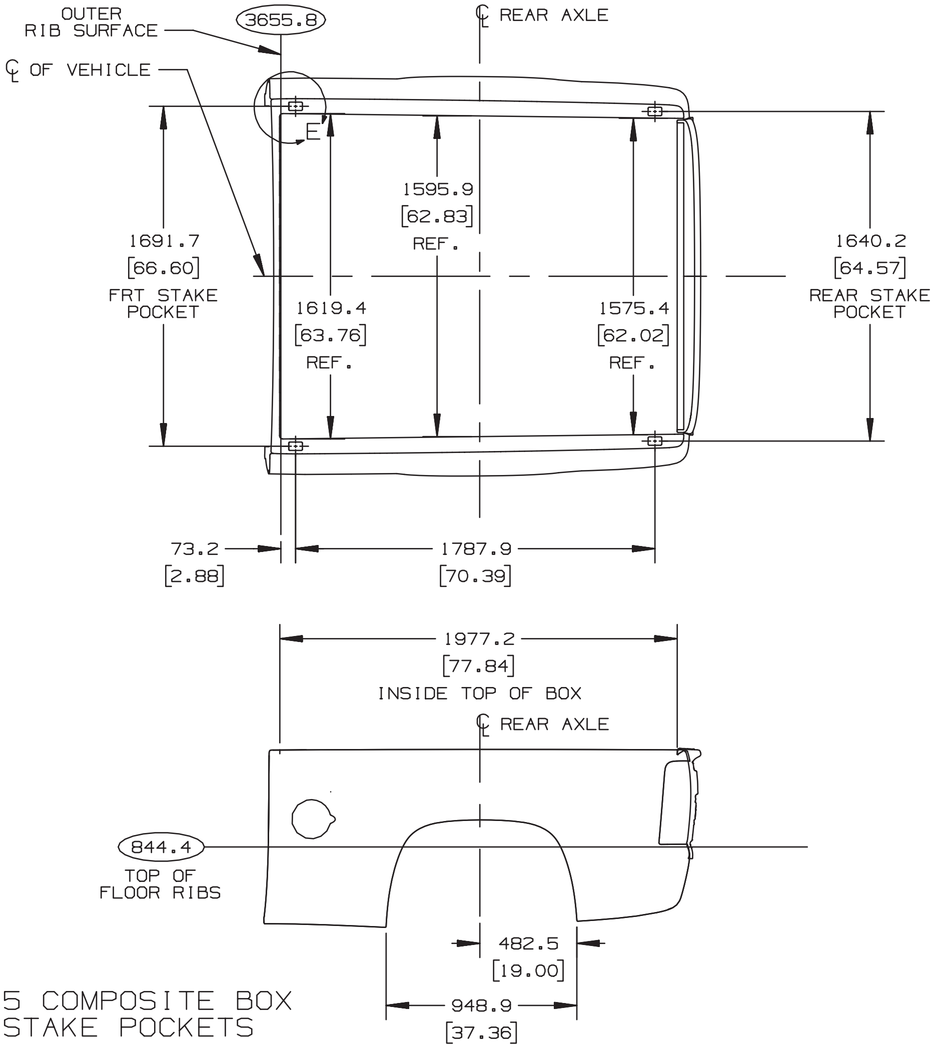
## Stake Pockets


21.8
[.86]
35.4
[1.39]
R 5.0 TYP 4 CORNERS
[.20]
Ø 25.0
[.98]
68.0
[2.68]
41.6
[1.64]
A

VIEW IN CIRCLE E
TYPICAL 4 PLACES


92.0
[3.62]
REF.
TOP OF PNL
TYP 4 PLACES
R 7.5
[.29]
145.3
[5.72]
33.7
[1.33]
R 19.0
[.75]

VIEW IN DIRECTION OF ARROW A

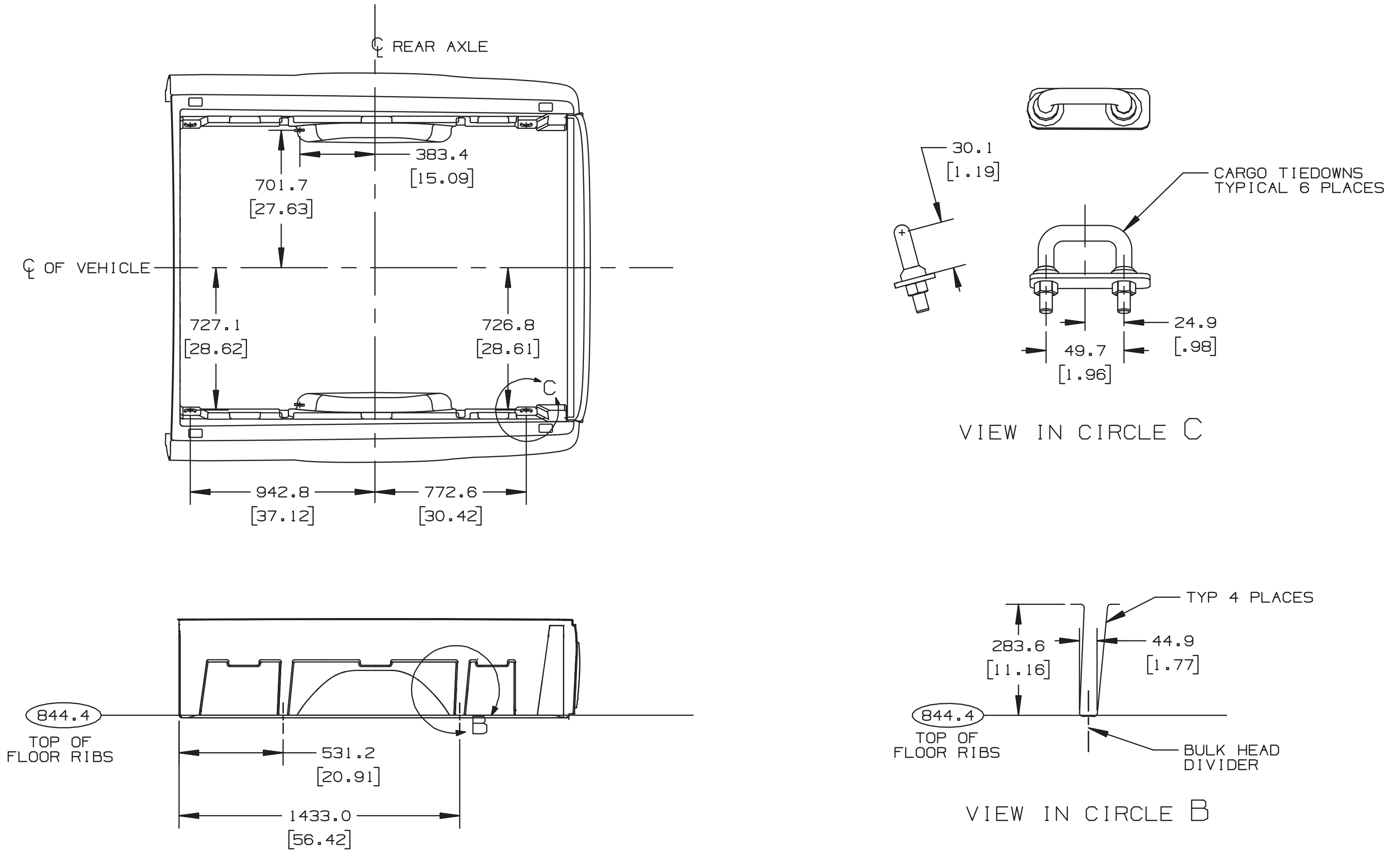

OUTER
RIB SURFACE
3655.8
℄ REAR AXLE
℄ OF VEHICLE
E
1595.9
[62.83]
REF.
1691.7
[66.60]
FRT STAKE POCKET
1640.2
[64.57]
REAR STAKE POCKET
1619.4
[63.76]
REF.
1575.4
[62.02]
REF.
73.2
[2.88]
1787.9
[70.39]
1977.2
[77.84]
INSIDE TOP OF BOX
℄ REAR AXLE
844.4
TOP OF
FLOOR RIBS
482.5
[19.00]
948.9
[37.36]

6.5 COMPOSITE BOX
STAKE POCKETS

[ ]= INCHES

**TD006032e**

## Bulk Head Divider and Cargo Tie-Downs


℄ REAR AXLE
383.4
[15.09]
701.7
[27.63]
℄ OF VEHICLE
727.1
[28.62]
726.8
[28.61]
C
942.8
[37.12]
772.6
[30.42]
30.1
[1.19]
CARGO TIEDOWNS
TYPICAL 6 PLACES
24.9
[.98]
49.7
[1.96]
VIEW IN CIRCLE C
844.4
TOP OF
FLOOR RIBS
B
531.2
[20.91]
1433.0
[56.42]
TYP 4 PLACES
283.6
[11.16]
44.9
[1.77]
844.4
TOP OF
FLOOR RIBS
BULK HEAD
DIVIDER
VIEW IN CIRCLE B

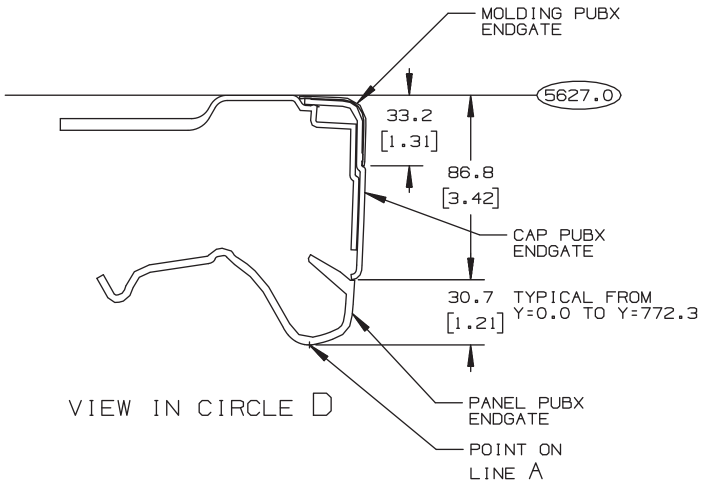
6.5 COMPOSITE BOX
INSIDE PICK-UP BOX

NOTE: ALL POCKET SIZE DIMENSIONS
ARE APPROXIMATE

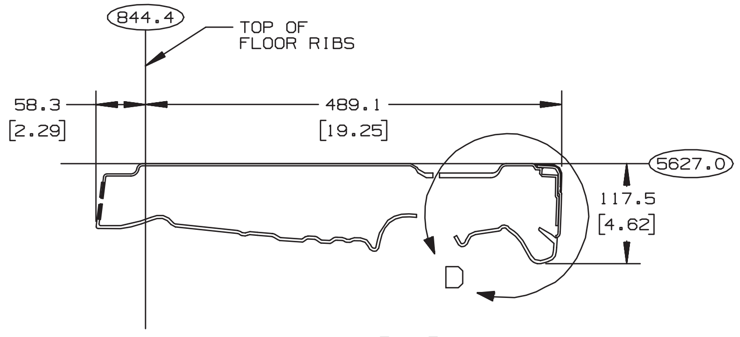
[ ]= INCHES

TD006032f

## Tailgate and Spoiler


MOLDING PUBX
ENDGATE
5627.0
33.2
[1.31]
86.8
[3.42]
CAP PUBX
ENDGATE
30.7 TYPICAL FROM
[1.21] Y=0.0 TO Y=772.3
PANEL PUBX
ENDGATE
POINT ON
LINE A

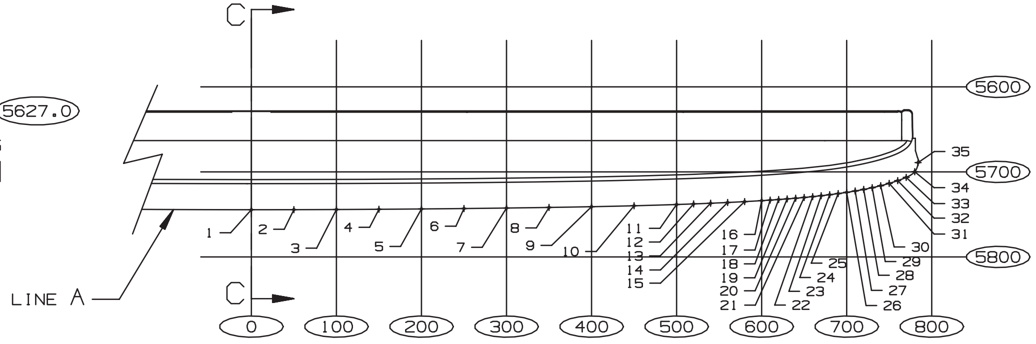
VIEW IN CIRCLE D


844.4
TOP OF
FLOOR RIBS
58.3
[2.29]
489.1
[19.25]
5627.0
117.5
[4.62]
D

SECTION C-C

| PT# | LENGTH | WIDTH | PT# | LENGTH | WIDTH | PT# | LENGTH | WIDTH |
|---|---|---|---|---|---|---|---|---|
| 1 | 5744.5<br>[ 226.16 ] | 0.0<br>[ 0.00 ] | 13 | 5736.8<br>[ 225.86 ] | 540.0<br>[ 21.26 ] | 25 | 5725.5<br>[ 225.41 ] | 690.0<br>[ 27.17 ] |
| 2 | 5744.4<br>[ 226.15 ] | 50.0<br>[ 1.97 ] | 14 | 5735.9<br>[ 225.82 ] | 560.0<br>[ 22.05 ] | 26 | 5724.0<br>[ 225.35 ] | 700.0<br>[ 27.56 ] |
| 3 | 5744.2<br>[ 226.15 ] | 100.0<br>[ 3.94 ] | 15 | 5734.9<br>[ 225.78 ] | 580.0<br>[ 22.83 ] | 27 | 5722.4<br>[ 225.29 ] | 710.0<br>[ 27.95 ] |
| 4 | 5743.9<br>[ 226.14 ] | 150.0<br>[ 5.91 ] | 16 | 5733.8<br>[ 225.74 ] | 600.0<br>[ 23.62 ] | 28 | 5720.6<br>[ 225.22 ] | 720.0<br>[ 28.35 ] |
| 5 | 5743.6<br>[ 226.13 ] | 200.0<br>[ 7.87 ] | 17 | 5733.2<br>[ 225.72 ] | 610.0<br>[ 24.02 ] | 29 | 5718.6<br>[ 225.14 ] | 730.0<br>[ 28.74 ] |
| 6 | 5743.0<br>[ 226.10 ] | 250.0<br>[ 9.84 ] | 18 | 5732.5<br>[ 225.69 ] | 620.0<br>[ 24.41 ] | 30 | 5716.2<br>[ 225.05 ] | 740.0<br>[ 29.13 ] |
| 7 | 5742.5<br>[ 226.08 ] | 300.0<br>[ 11.81 ] | 19 | 5731.7<br>[ 225.66 ] | 630.0<br>[ 24.80 ] | 31 | 5713.5<br>[ 224.94 ] | 750.0<br>[ 29.53 ] |
| 8 | 5741.8<br>[ 226.05 ] | 350.0<br>[ 13.78 ] | 20 | 5730.9<br>[ 225.63 ] | 640.0<br>[ 25.20 ] | 32 | 5710.3<br>[ 224.81 ] | 760.0<br>[ 29.92 ] |
| 9 | 5740.9<br>[ 226.02 ] | 400.0<br>[ 15.75 ] | 21 | 5730.0<br>[ 225.59 ] | 650.0<br>[ 25.59 ] | 33 | 5706.4<br>[ 224.66 ] | 770.0<br>[ 30.31 ] |
| 10 | 5739.8<br>[ 225.98 ] | 450.0<br>[ 17.72 ] | 22 | 5729.1<br>[ 225.55 ] | 660.0<br>[ 25.98 ] | 34 | 5699.8<br>[ 224.40 ] | 780.0<br>[ 30.71 ] |
| 11 | 5738.3<br>[ 225.92 ] | 500.0<br>[ 19.69 ] | 23 | 5728.0<br>[ 225.51 ] | 670.0<br>[ 26.38 ] | 35 | 5689.1<br>[ 223.98 ] | 783.9<br>[ 30.86 ] |
| 12 | 5737.6<br>[ 225.89 ] | 520.0<br>[ 20.47 ] | 24 | 5726.8<br>[ 225.46 ] | 680.0<br>[ 26.77 ] | | | |

PASSANGER SIDE COORDINATES


C
C
5600
5700
5800
LINE A
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
0
100
200
300
400
500
600
700
800

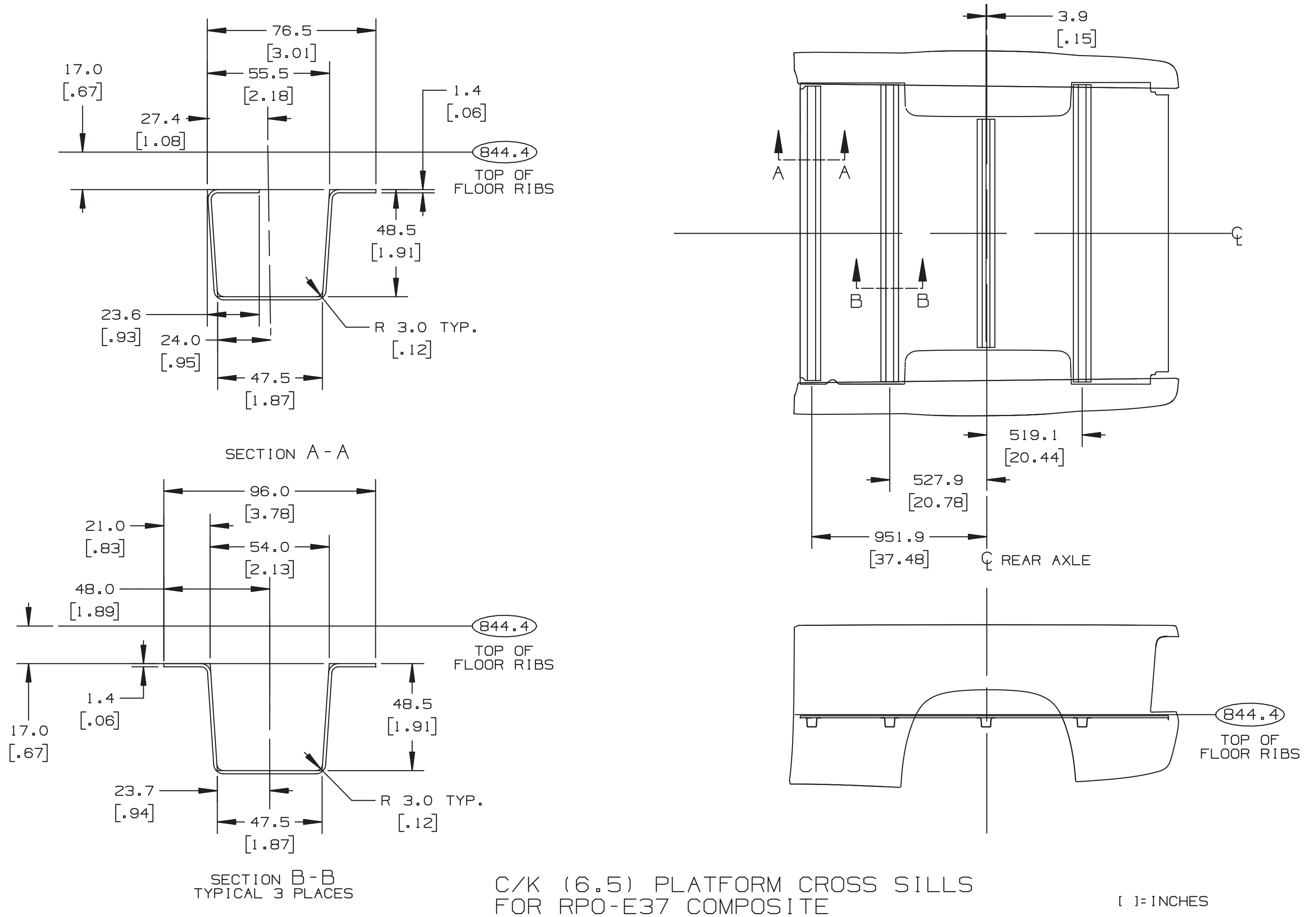
6.5 COMPOSITE BOX
ENDGATE

PLAN VIEW

[ ]= INCHES

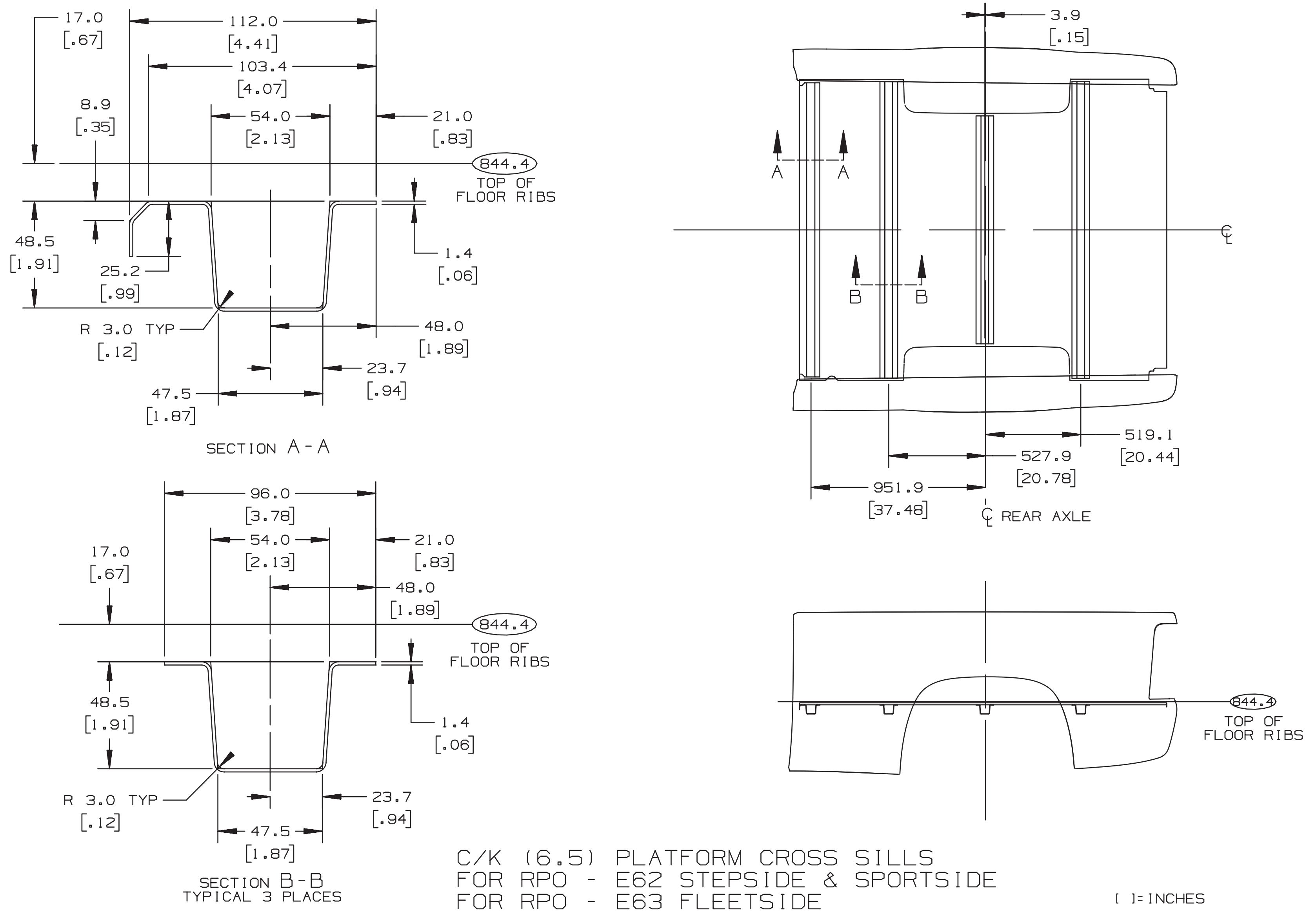
**TD006032g**

## Platform Cross Sills – 6.5 Foot Pickup Box, Composite PRO-TECH (RPO E37)


76.5
[3.01]
55.5
[2.18]
17.0
[.67]
27.4
[1.08]
1.4
[.06]
844.4
TOP OF
FLOOR RIBS
48.5
[1.91]
23.6
[.93]
24.0
[.95]
R 3.0 TYP.
[.12]
47.5
[1.87]
SECTION A-A
96.0
[3.78]
21.0
[.83]
54.0
[2.13]
48.0
[1.89]
844.4
TOP OF
FLOOR RIBS
1.4
[.06]
48.5
[1.91]
17.0
[.67]
23.7
[.94]
R 3.0 TYP.
[.12]
47.5
[1.87]
SECTION B-B
TYPICAL 3 PLACES
3.9
[.15]
A
A
B
B
℄
519.1
[20.44]
527.9
[20.78]
951.9
[37.48]
℄ REAR AXLE
844.4
TOP OF
FLOOR RIBS
C/K (6.5) PLATFORM CROSS SILLS
FOR RPO-E37 COMPOSITE
[ ]=INCHES

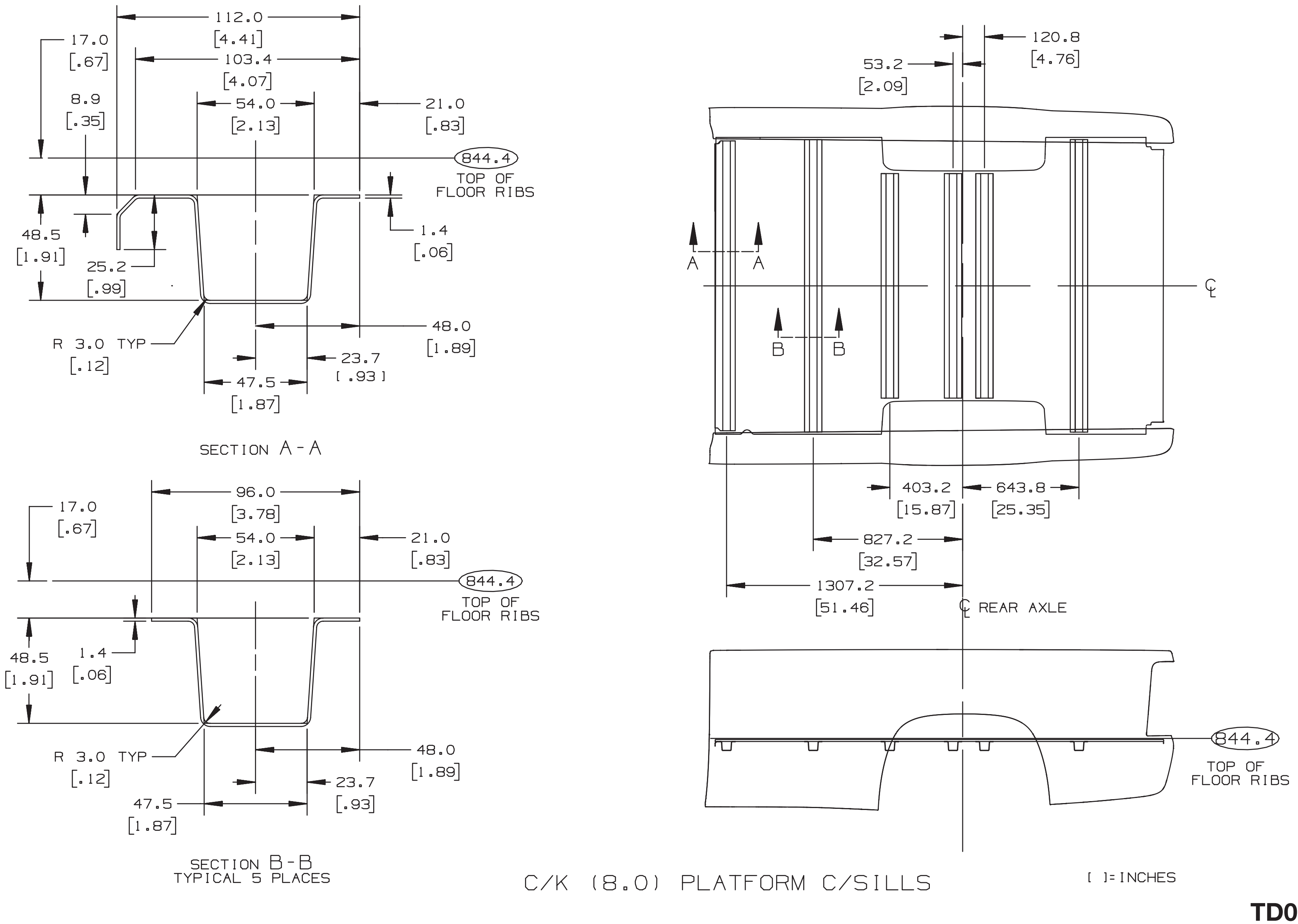
**TD005987a**

## Platform Cross Sills – 6.5 Foot Pickup Box, Fleetside (RPO E63), Sportside/Stepside (RPO E62)


17.0 [.67]
112.0 [4.41]
103.4 [4.07]
8.9 [.35]
54.0 [2.13]
21.0 [.83]
844.4
TOP OF FLOOR RIBS
48.5 [1.91]
25.2 [.99]
1.4 [.06]
R 3.0 TYP [.12]
48.0 [1.89]
23.7 [.94]
47.5 [1.87]
SECTION A-A
96.0 [3.78]
54.0 [2.13]
21.0 [.83]
17.0 [.67]
48.0 [1.89]
844.4
TOP OF FLOOR RIBS
48.5 [1.91]
1.4 [.06]
R 3.0 TYP [.12]
23.7 [.94]
47.5 [1.87]
SECTION B-B
TYPICAL 3 PLACES
3.9 [.15]
A A
B B
℄
519.1 [20.44]
527.9 [20.78]
951.9 [37.48]
℄ REAR AXLE
844.4
TOP OF FLOOR RIBS
C/K (6.5) PLATFORM CROSS SILLS
FOR RPO - E62 STEPSIDE & SPORTSIDE
FOR RPO - E63 FLEETSIDE
[ ]=INCHES

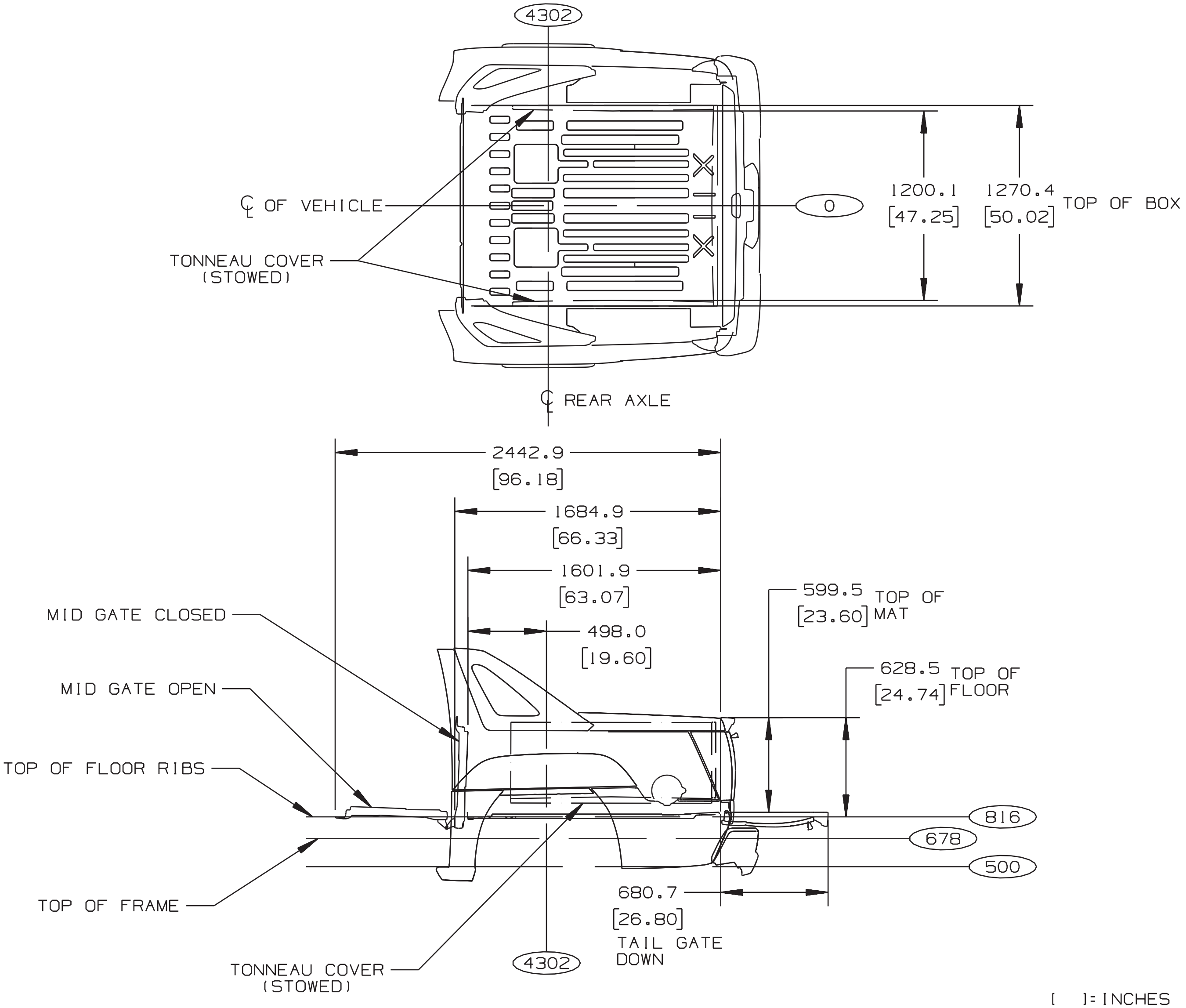
**TD005987b**

## Platform Cross Sills – 8 Foot Pickup Box, Fleetside (RPO E63)


112.0
[4.41]
17.0
[.67]
103.4
[4.07]
8.9
[.35]
54.0
[2.13]
21.0
[.83]
844.4
TOP OF
FLOOR RIBS
1.4
[.06]
48.5
[1.91]
25.2
[.99]
R 3.0 TYP
[.12]
48.0
[1.89]
23.7
[.93]
47.5
[1.87]
SECTION A-A
96.0
[3.78]
17.0
[.67]
54.0
[2.13]
21.0
[.83]
844.4
TOP OF
FLOOR RIBS
1.4
[.06]
48.5
[1.91]
R 3.0 TYP
[.12]
48.0
[1.89]
23.7
[.93]
47.5
[1.87]
SECTION B-B
TYPICAL 5 PLACES
120.8
[4.76]
53.2
[2.09]
A
A
B
B
℄
403.2
[15.87]
643.8
[25.35]
827.2
[32.57]
1307.2
[51.46]
℄ REAR AXLE
844.4
TOP OF
FLOOR RIBS
C/K (8.0) PLATFORM C/SILLS
[ ]= INCHES

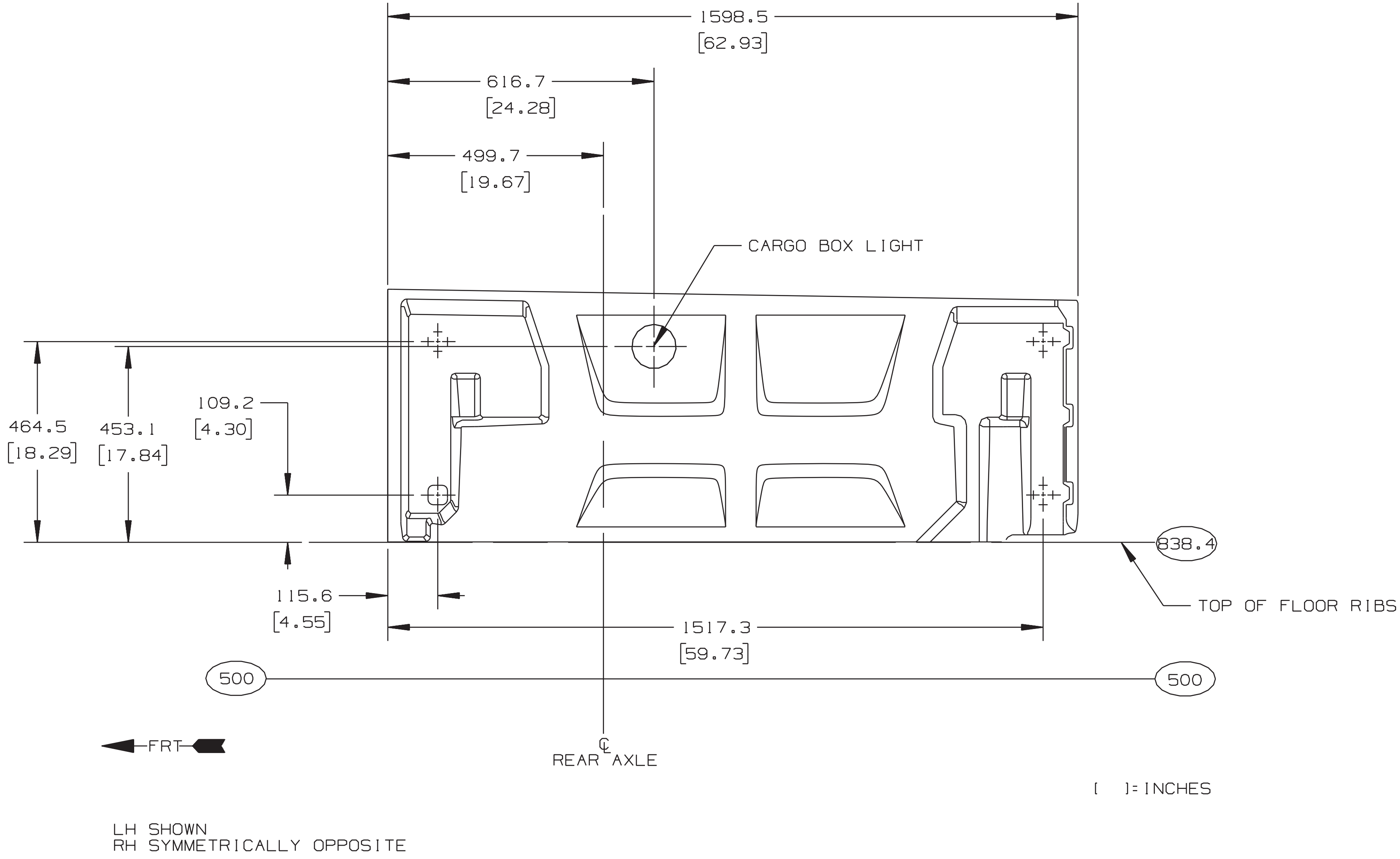
**TD005987c**

## C/K (15/25)936 Cargo Area


4302
℄ OF VEHICLE
TONNEAU COVER (STOWED)
0
1200.1 [47.25]
1270.4 [50.02] TOP OF BOX
℄ REAR AXLE
2442.9 [96.18]
1684.9 [66.33]
1601.9 [63.07]
498.0 [19.60]
599.5 [23.60] TOP OF MAT
628.5 [24.74] TOP OF FLOOR
MID GATE CLOSED
MID GATE OPEN
TOP OF FLOOR RIBS
TOP OF FRAME
816
678
500
680.7 [26.80] TAIL GATE DOWN
TONNEAU COVER (STOWED)
4302
[ ]= INCHES

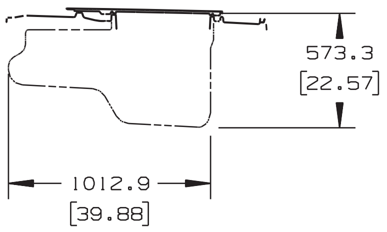
TD005702

## C/K (15/25)936 Cargo Area Inner Side Panel

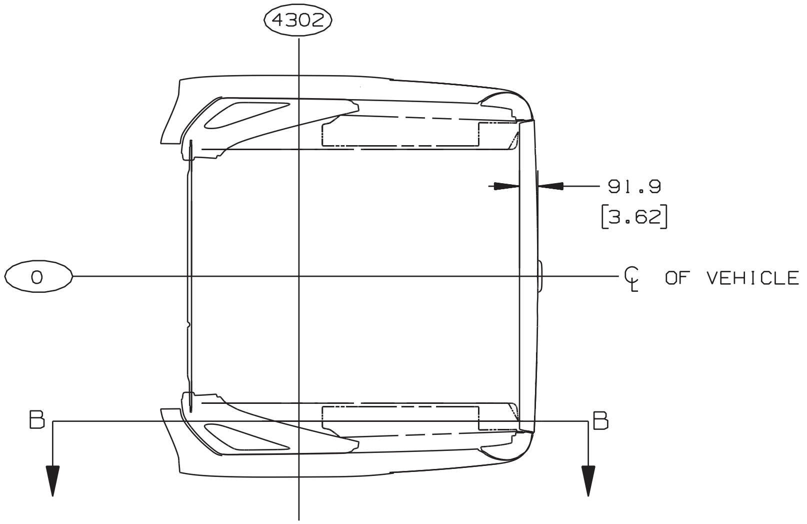

1598.5
[62.93]
616.7
[24.28]
499.7
[19.67]
CARGO BOX LIGHT
464.5
[18.29]
453.1
[17.84]
109.2
[4.30]
838.4
TOP OF FLOOR RIBS
115.6
[4.55]
1517.3
[59.73]
500
500
FRT
℄
REAR AXLE
[ ]= INCHES
LH SHOWN
RH SYMMETRICALLY OPPOSITE

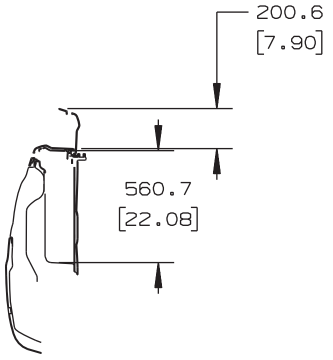
TD005708

## C/K (15/25)936 Side Storage Compartment

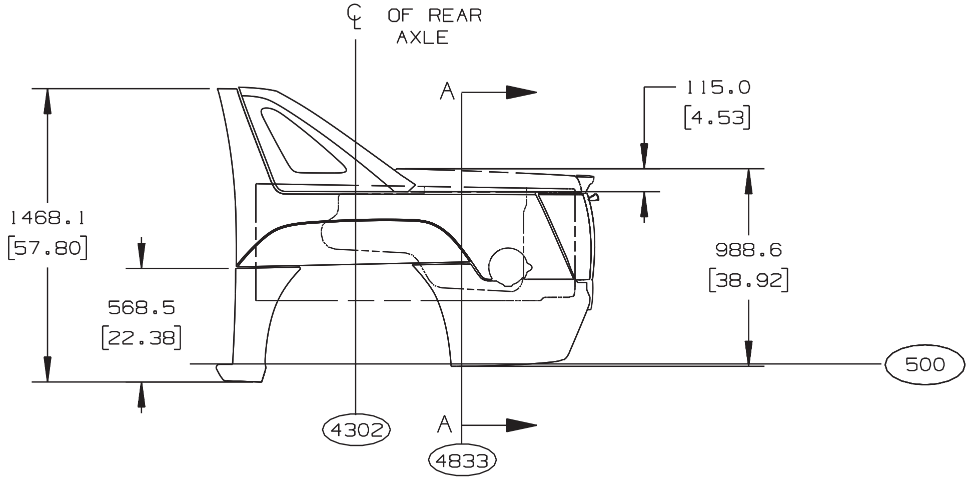

573.3
[22.57]
1012.9
[39.88]

SECTION B


4302
91.9
[3.62]
0
℄ OF VEHICLE
B
B


200.6
[7.90]
560.7
[22.08]

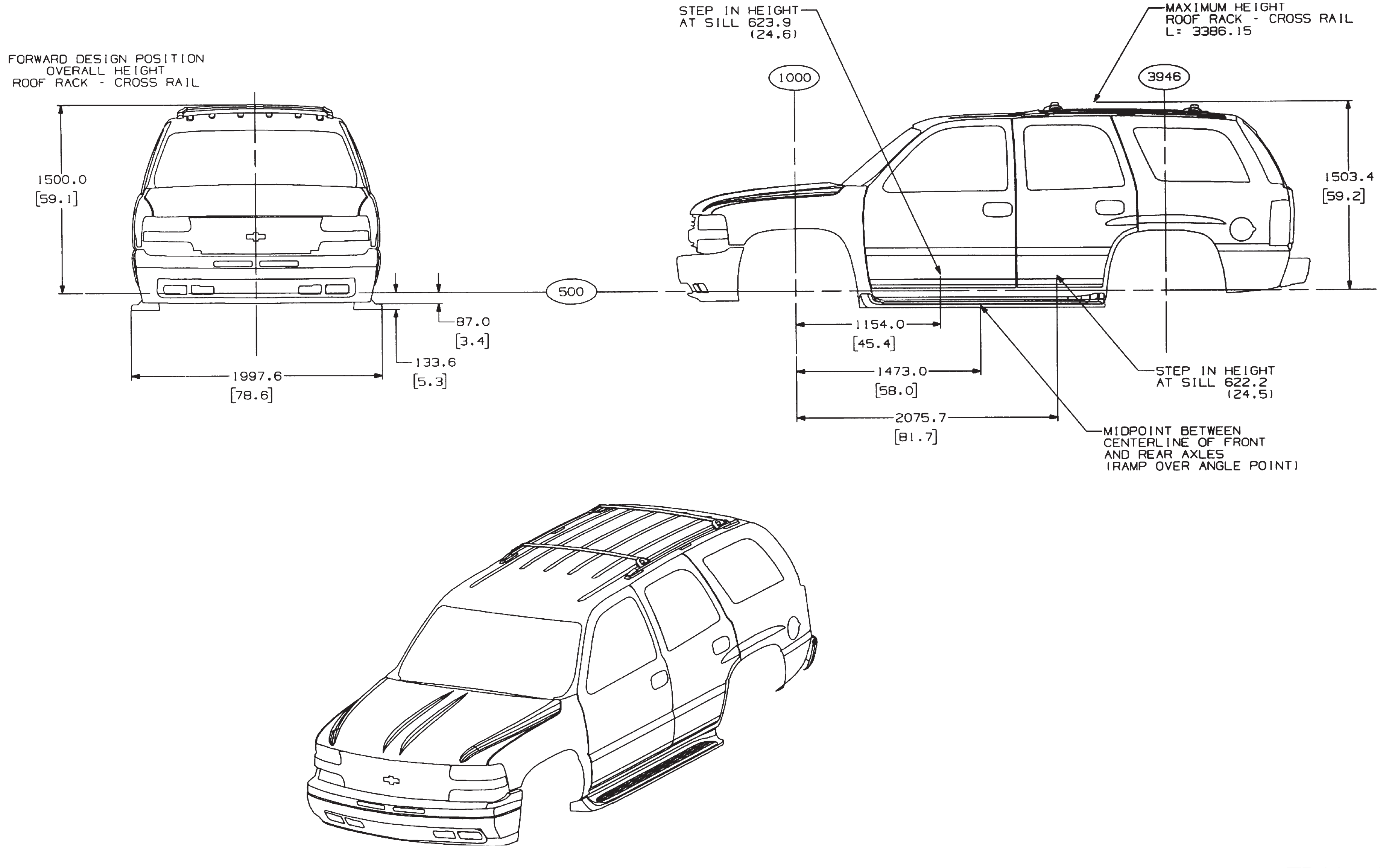
SECTION A


℄ OF REAR
AXLE
A
115.0
[4.53]
1468.1
[57.80]
988.6
[38.92]
568.5
[22.38]
500
4302
A
4833

[ ]= INCHES

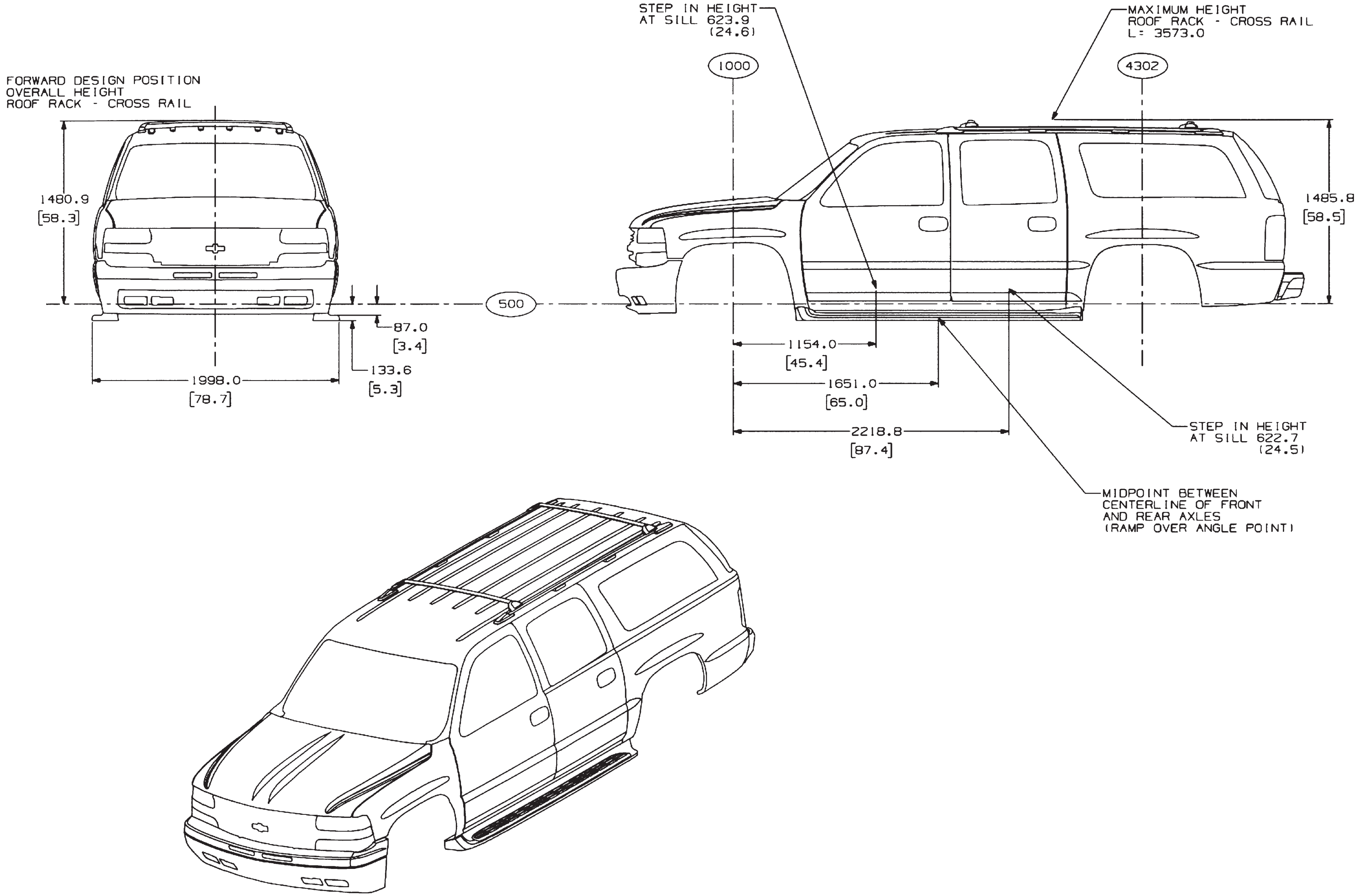
**TD005700**

## C/K 15706 Luggage Rack and Running Boards


FORWARD DESIGN POSITION
OVERALL HEIGHT
ROOF RACK - CROSS RAIL
1500.0
[59.1]
87.0
[3.4]
133.6
[5.3]
1997.6
[78.6]
500
STEP IN HEIGHT
AT SILL 623.9
(24.6)
1000
MAXIMUM HEIGHT
ROOF RACK - CROSS RAIL
L= 3386.15
3946
1503.4
[59.2]
1154.0
[45.4]
1473.0
[58.0]
2075.7
[81.7]
STEP IN HEIGHT
AT SILL 622.2
(24.5)
MIDPOINT BETWEEN
CENTERLINE OF FRONT
AND REAR AXLES
(RAMP OVER ANGLE POINT)

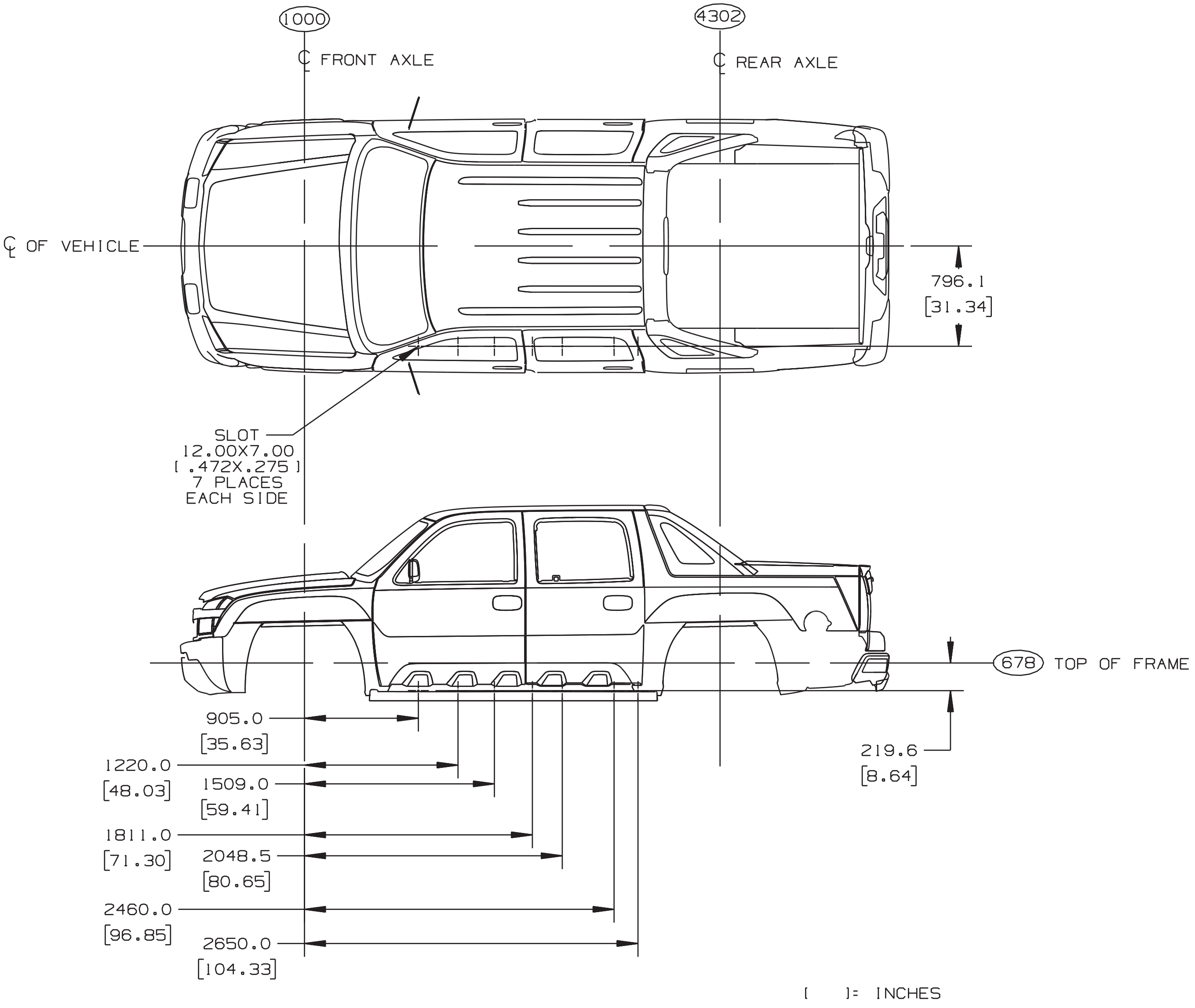
**TD005565**

## C/K (15/25)906 Luggage Rack and Running Boards


FORWARD DESIGN POSITION
OVERALL HEIGHT
ROOF RACK - CROSS RAIL
1480.9
[58.3]
87.0
[3.4]
133.6
[5.3]
1998.0
[78.7]
500
STEP IN HEIGHT
AT SILL 623.9
(24.6)
1000
MAXIMUM HEIGHT
ROOF RACK - CROSS RAIL
L: 3573.0
4302
1485.8
[58.5]
1154.0
[45.4]
1651.0
[65.0]
2218.8
[87.4]
STEP IN HEIGHT
AT SILL 622.7
(24.5)
MIDPOINT BETWEEN
CENTERLINE OF FRONT
AND REAR AXLES
(RAMP OVER ANGLE POINT)

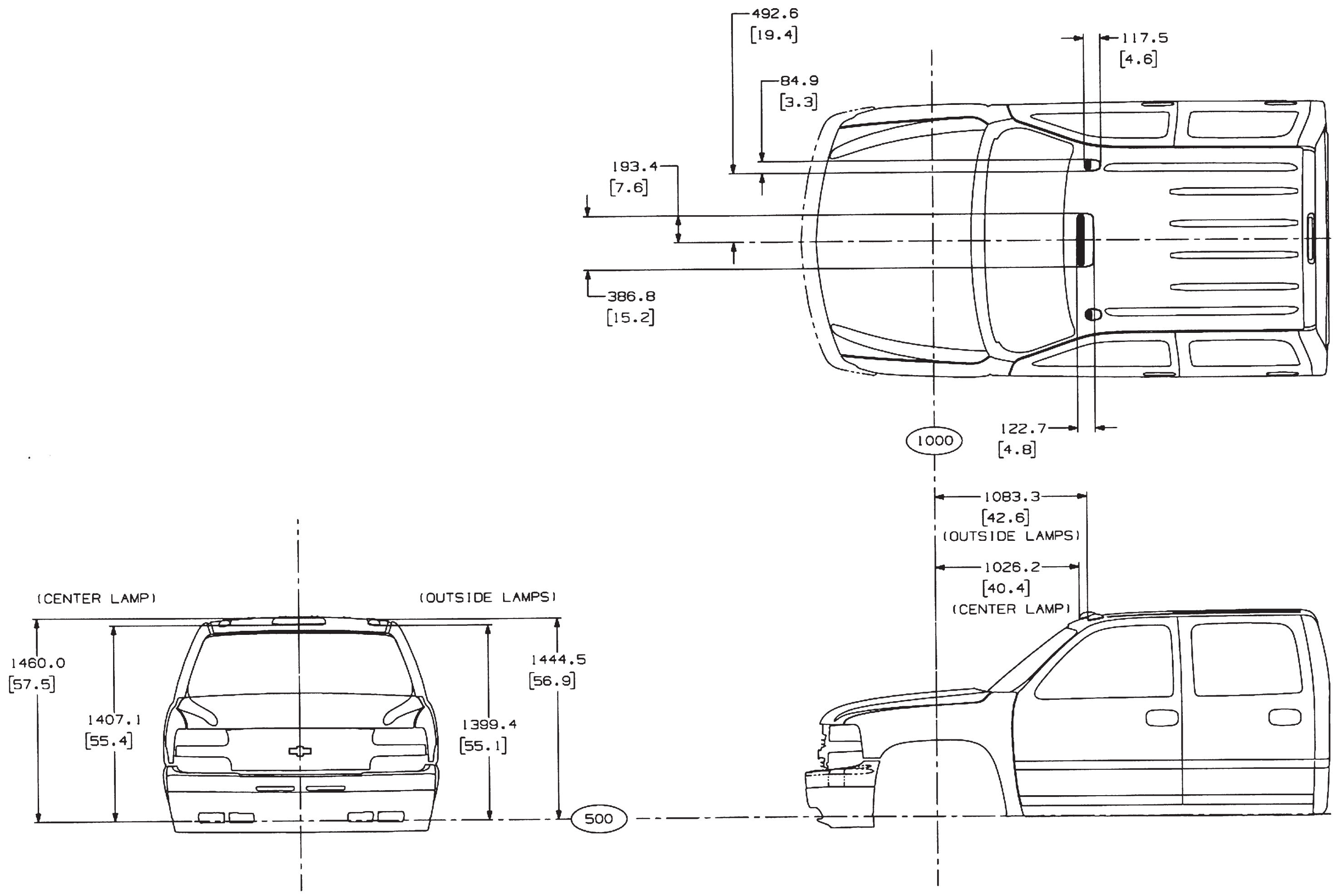
**TD005566**

## C/K (15/25)936 Running Board Mounting Location


1000
℄ FRONT AXLE
4302
℄ REAR AXLE
℄ OF VEHICLE
796.1
[31.34]
SLOT
12.00X7.00
[ .472X.275 ]
7 PLACES
EACH SIDE
678 TOP OF FRAME
905.0
[35.63]
1220.0
[48.03]
1509.0
[59.41]
1811.0
[71.30]
2048.5
[80.65]
2460.0
[96.85]
2650.0
[104.33]
219.6
[8.64]
[ ]= INCHES

TD005701b

## C/K (25HD/35/36) Clearance Lamps

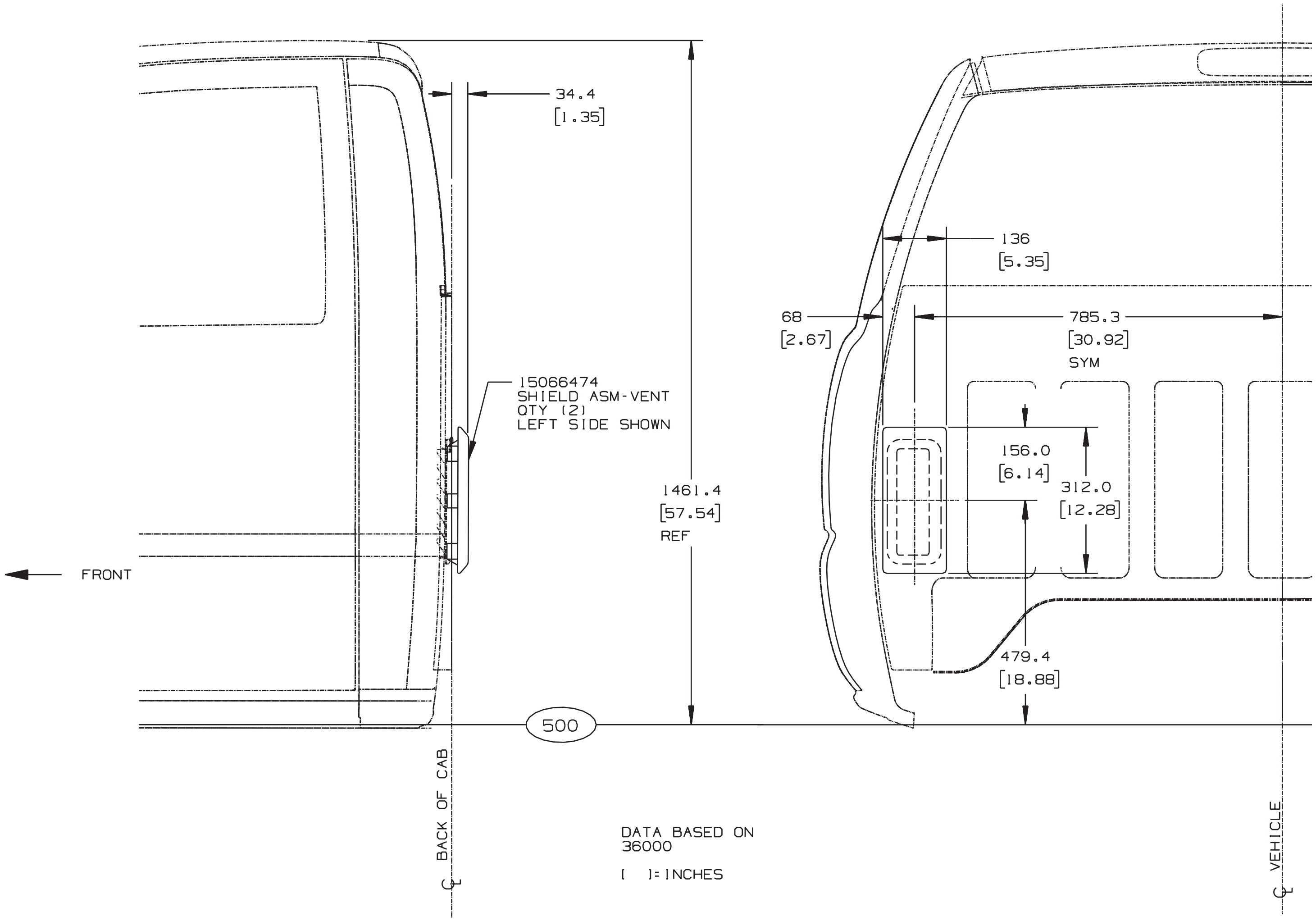

492.6
[19.4]
117.5
[4.6]
84.9
[3.3]
193.4
[7.6]
386.8
[15.2]
122.7
[4.8]
1000
1083.3
[42.6]
(OUTSIDE LAMPS)
1026.2
[40.4]
(CENTER LAMP)
(CENTER LAMP)
(OUTSIDE LAMPS)
1460.0
[57.5]
1407.1
[55.4]
1399.4
[55.1]
1444.5
[56.9]
500

ALL DIMENSIONS HAVE INCORPORATED THE 51MM HEIGHT MOVEMENT DRIVEN BY THE M74 TRANSMISSION UNLESS OTHERWISE NOTED

ALL DIMENSIONS SHOWN FOR CHEVY BASE MODEL UNLESS OTHERWISE NOTED

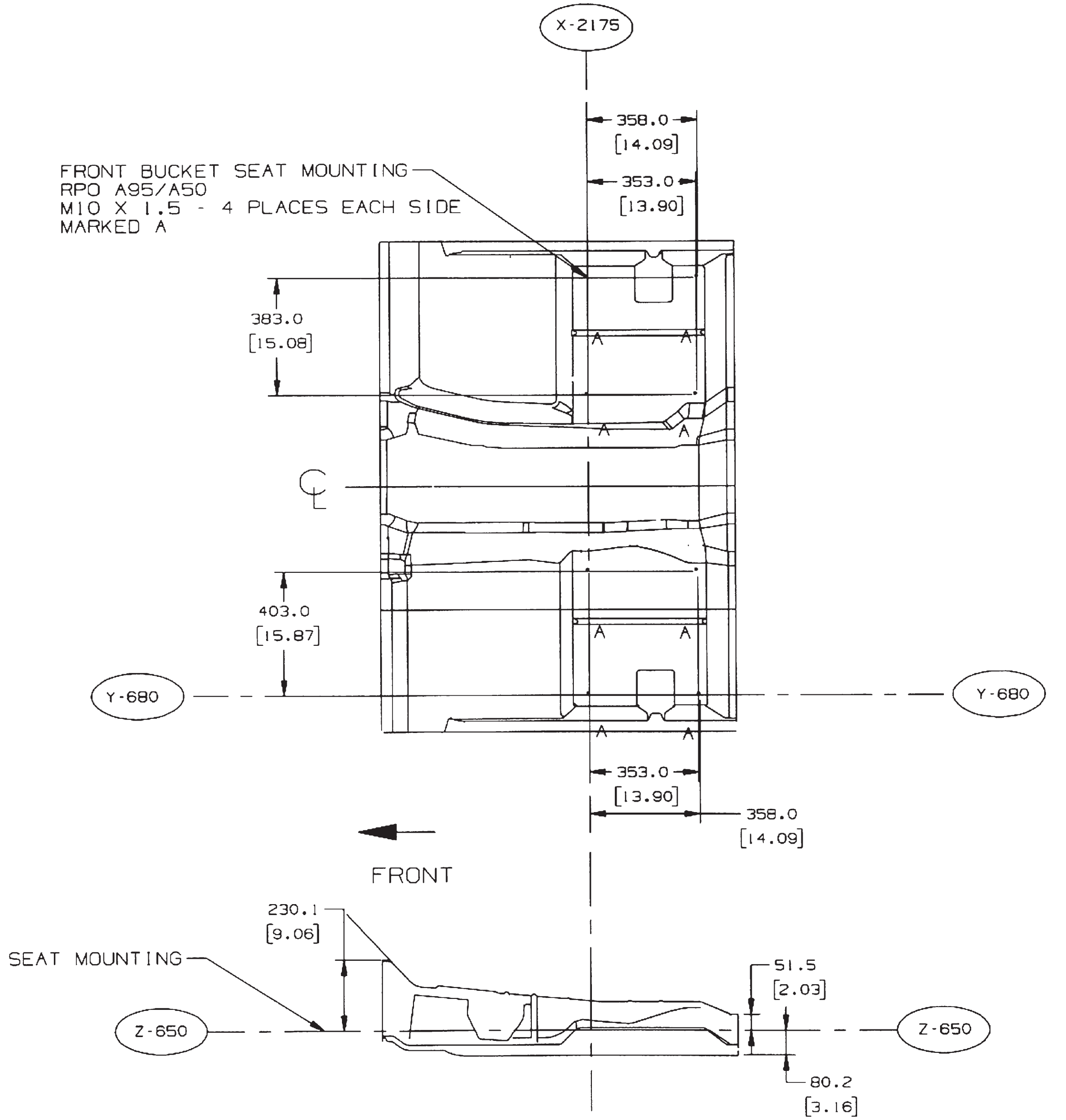
**TD005579**

## C/K (36) Pressure Relief Valve Shield


34.4
[1.35]
15066474
SHIELD ASM-VENT
QTY (2)
LEFT SIDE SHOWN
1461.4
[57.54]
REF
FRONT
500
BACK OF CAB
136
[5.35]
68
[2.67]
785.3
[30.92]
SYM
156.0
[6.14]
312.0
[12.28]
479.4
[18.88]
DATA BASED ON
36000
[ ]=INCHES
VEHICLE

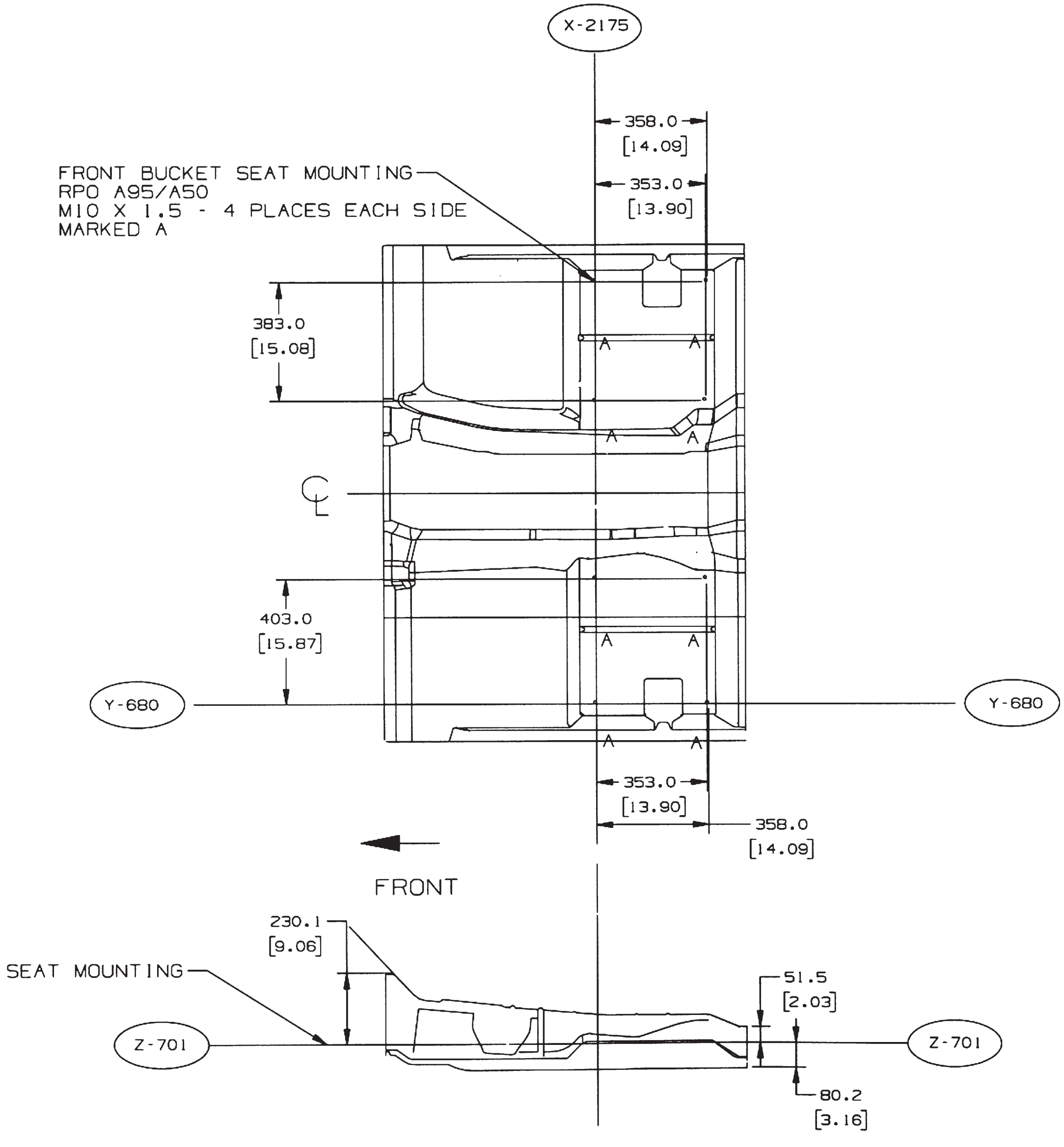
**TD005797**

## C/K (15/25) Front Floor Seat Mounting Location


X-2175
358.0
[14.09]
353.0
[13.90]
FRONT BUCKET SEAT MOUNTING
RPO A95/A50
M10 X 1.5 - 4 PLACES EACH SIDE
MARKED A
383.0
[15.08]
A
403.0
[15.87]
Y-680
353.0
[13.90]
358.0
[14.09]
FRONT
230.1
[9.06]
SEAT MOUNTING
51.5
[2.03]
Z-650
80.2
[3.16]

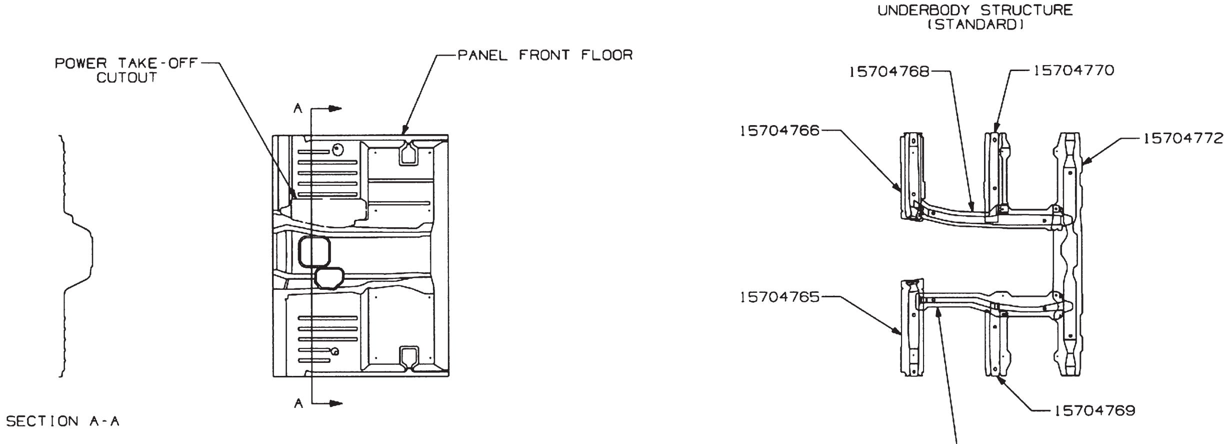
TD005547

## C/K (25HD/35/36) Front Floor Seat Mounting Location

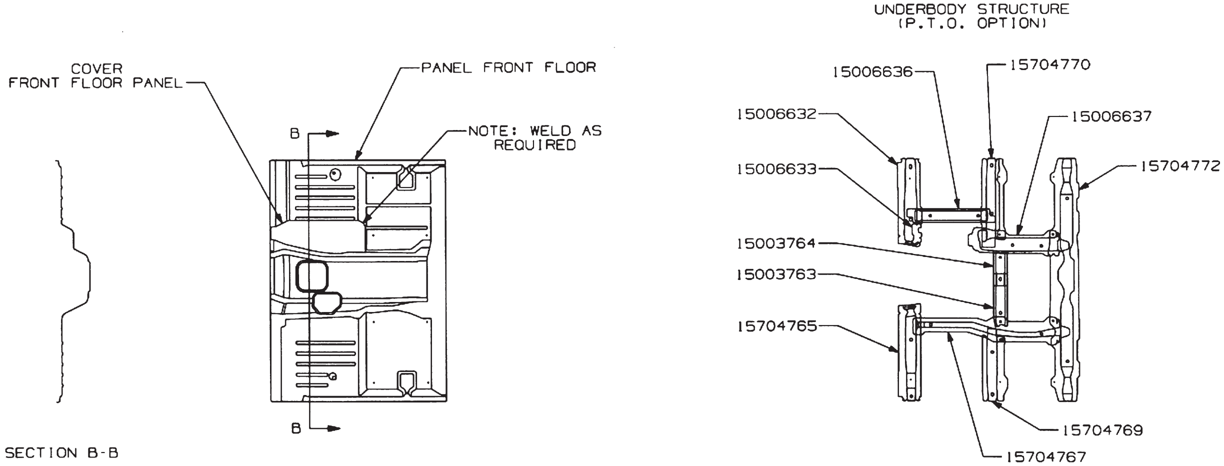

X-2175
358.0
[14.09]
353.0
[13.90]
FRONT BUCKET SEAT MOUNTING
RPO A95/A50
M10 X 1.5 - 4 PLACES EACH SIDE
MARKED A
383.0
[15.08]
A
403.0
[15.87]
Y-680
353.0
[13.90]
358.0
[14.09]
FRONT
230.1
[9.06]
SEAT MOUNTING
51.5
[2.03]
Z-701
80.2
[3.16]

TD005547R

## C/K (25HD/35/36) Front Floor Structure


UNDERBODY STRUCTURE
(STANDARD)
POWER TAKE-OFF CUTOUT
PANEL FRONT FLOOR
A
A
SECTION A-A
15704768
15704770
15704766
15704772
15704765
15704769
15704767

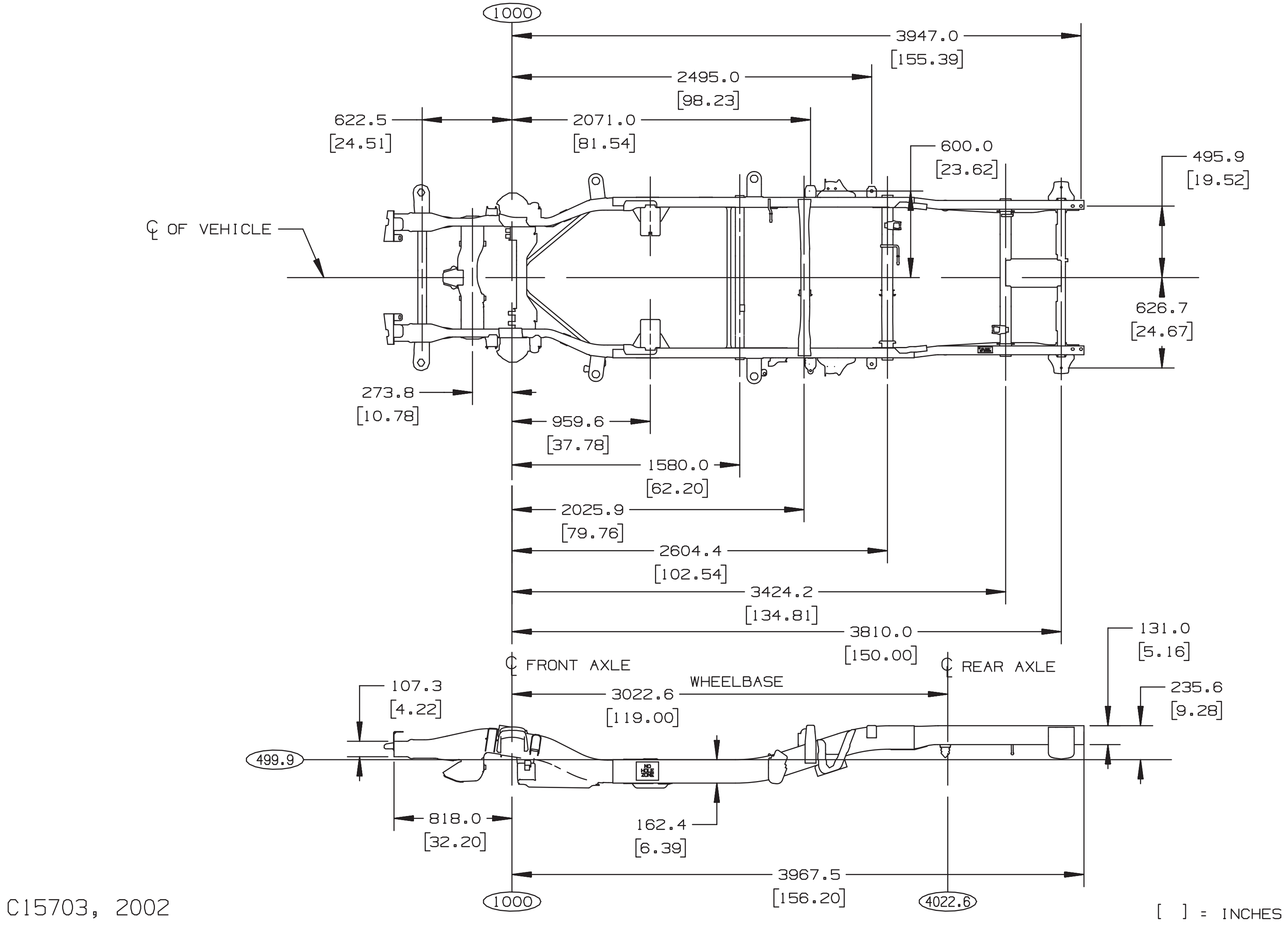
C/K 25HD/35 PLAN VIEW
STANDARD FLOOR STRUCTURE


UNDERBODY STRUCTURE
(P.T.O. OPTION)
COVER FRONT FLOOR PANEL
PANEL FRONT FLOOR
NOTE: WELD AS REQUIRED
B
B
SECTION B-B
15006636
15704770
15006632
15006637
15006633
15704772
15003764
15003763
15704765
15704769
15704767

C/K 36 PLAN VIEW
STANDARD FLOOR STRUCTURE
TO ACCOMMODATE POWER TAKE-OFF OPTION

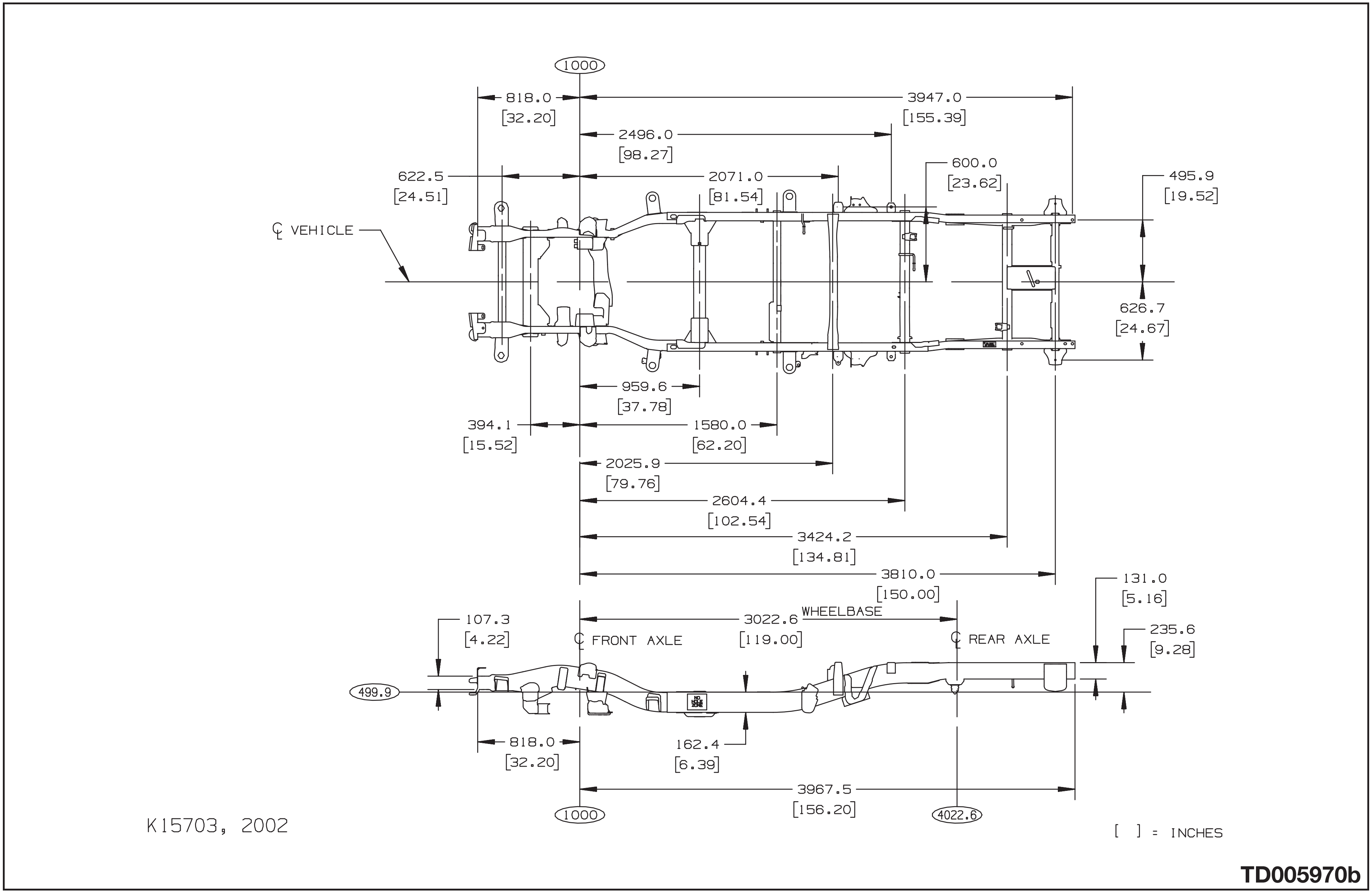
TD005582

## C 15703 Rail and Crossmember Arrangement

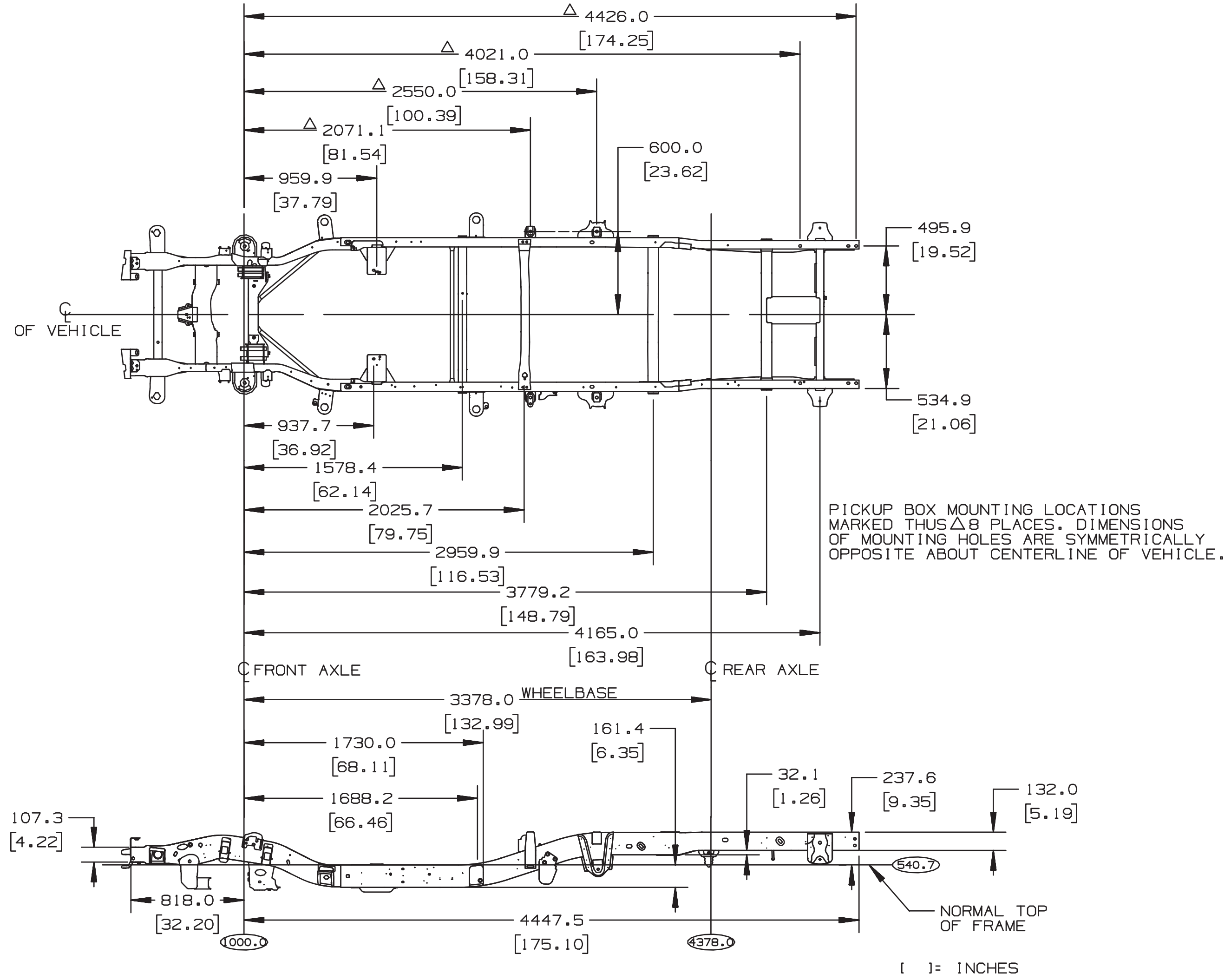

1000
3947.0
[155.39]
2495.0
[98.23]
622.5
[24.51]
2071.0
[81.54]
600.0
[23.62]
495.9
[19.52]
℄ OF VEHICLE
626.7
[24.67]
273.8
[10.78]
959.6
[37.78]
1580.0
[62.20]
2025.9
[79.76]
2604.4
[102.54]
3424.2
[134.81]
3810.0
[150.00]
131.0
[5.16]
℄ FRONT AXLE
℄ REAR AXLE
WHEELBASE
3022.6
[119.00]
107.3
[4.22]
235.6
[9.28]
499.9
818.0
[32.20]
162.4
[6.39]
3967.5
[156.20]
C15703, 2002
1000
4022.6
[ ] = INCHES

**TD05970a**

## K 15703 Rail and Crossmember Arrangement


1000
818.0
[32.20]
3947.0
[155.39]
2496.0
[98.27]
600.0
[23.62]
622.5
[24.51]
2071.0
[81.54]
495.9
[19.52]
℄ VEHICLE
626.7
[24.67]
959.6
[37.78]
394.1
[15.52]
1580.0
[62.20]
2025.9
[79.76]
2604.4
[102.54]
3424.2
[134.81]
3810.0
[150.00]
131.0
[5.16]
107.3
[4.22]
3022.6 WHEELBASE
[119.00]
℄ FRONT AXLE
℄ REAR AXLE
235.6
[9.28]
499.9
NO HOLE ZONE
818.0
[32.20]
162.4
[6.39]
3967.5
[156.20]
1000
4022.6
K15703, 2002
[ ] = INCHES
TD005970b

## C 15903 Rail and Crossmember Arrangement

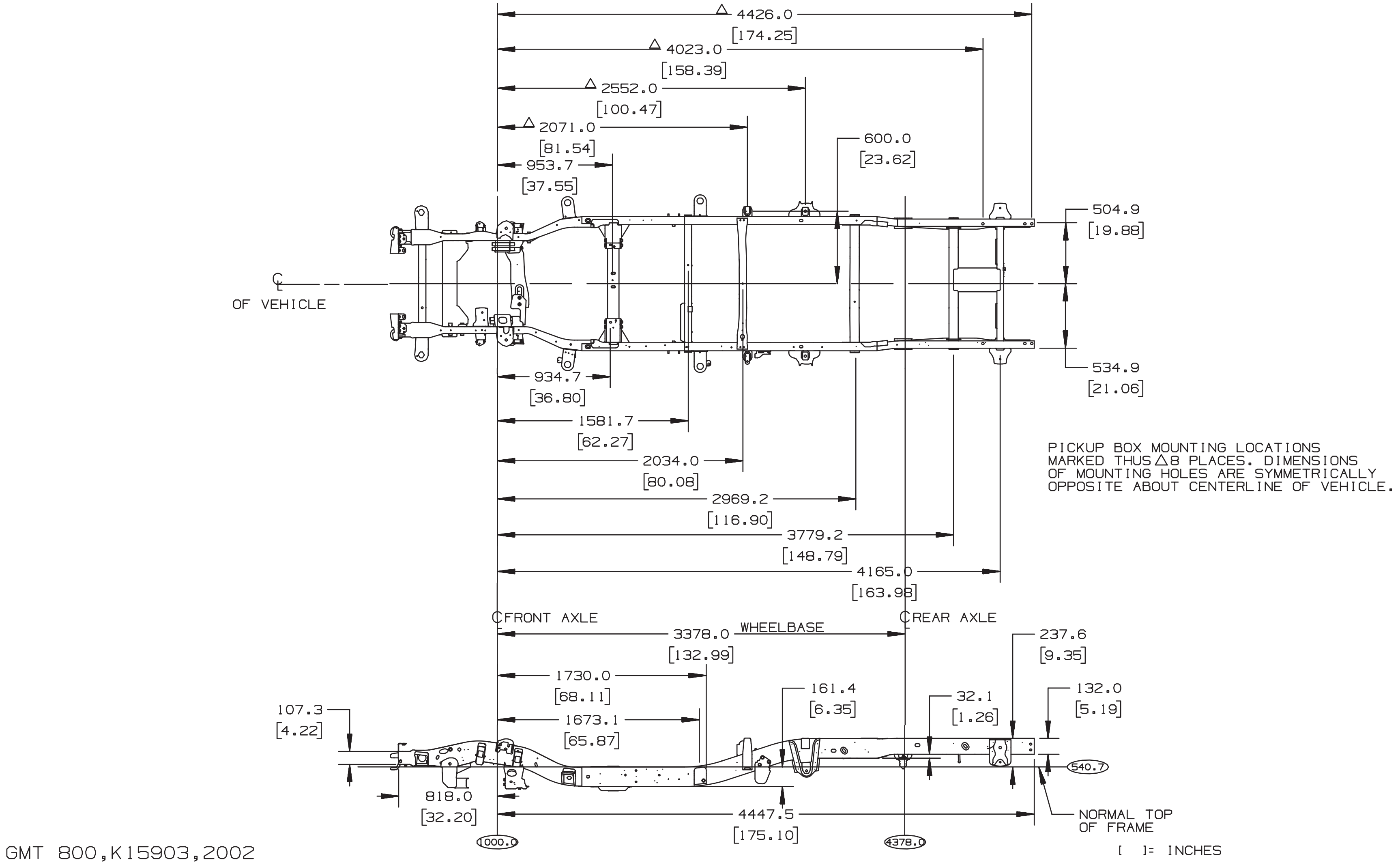

△ 4426.0
[174.25]
△ 4021.0
[158.31]
△ 2550.0
[100.39]
△ 2071.1
[81.54]
959.9
[37.79]
600.0
[23.62]
495.9
[19.52]
534.9
[21.06]
C OF VEHICLE
937.7
[36.92]
1578.4
[62.14]
2025.7
[79.75]
2959.9
[116.53]
3779.2
[148.79]
4165.0
[163.98]
C FRONT AXLE
C REAR AXLE
3378.0 WHEELBASE
[132.99]
1730.0
[68.11]
161.4
[6.35]
1688.2
[66.46]
32.1
[1.26]
237.6
[9.35]
132.0
[5.19]
107.3
[4.22]
818.0
[32.20]
4447.5
[175.10]
540.7
1000.0
4378.0
NORMAL TOP OF FRAME
[ ]= INCHES

PICKUP BOX MOUNTING LOCATIONS MARKED THUS △ 8 PLACES. DIMENSIONS OF MOUNTING HOLES ARE SYMMETRICALLY OPPOSITE ABOUT CENTERLINE OF VEHICLE.

GMT 800,C15903,2002

**TD005973a**

## K 15903 Rail and Crossmember Arrangement



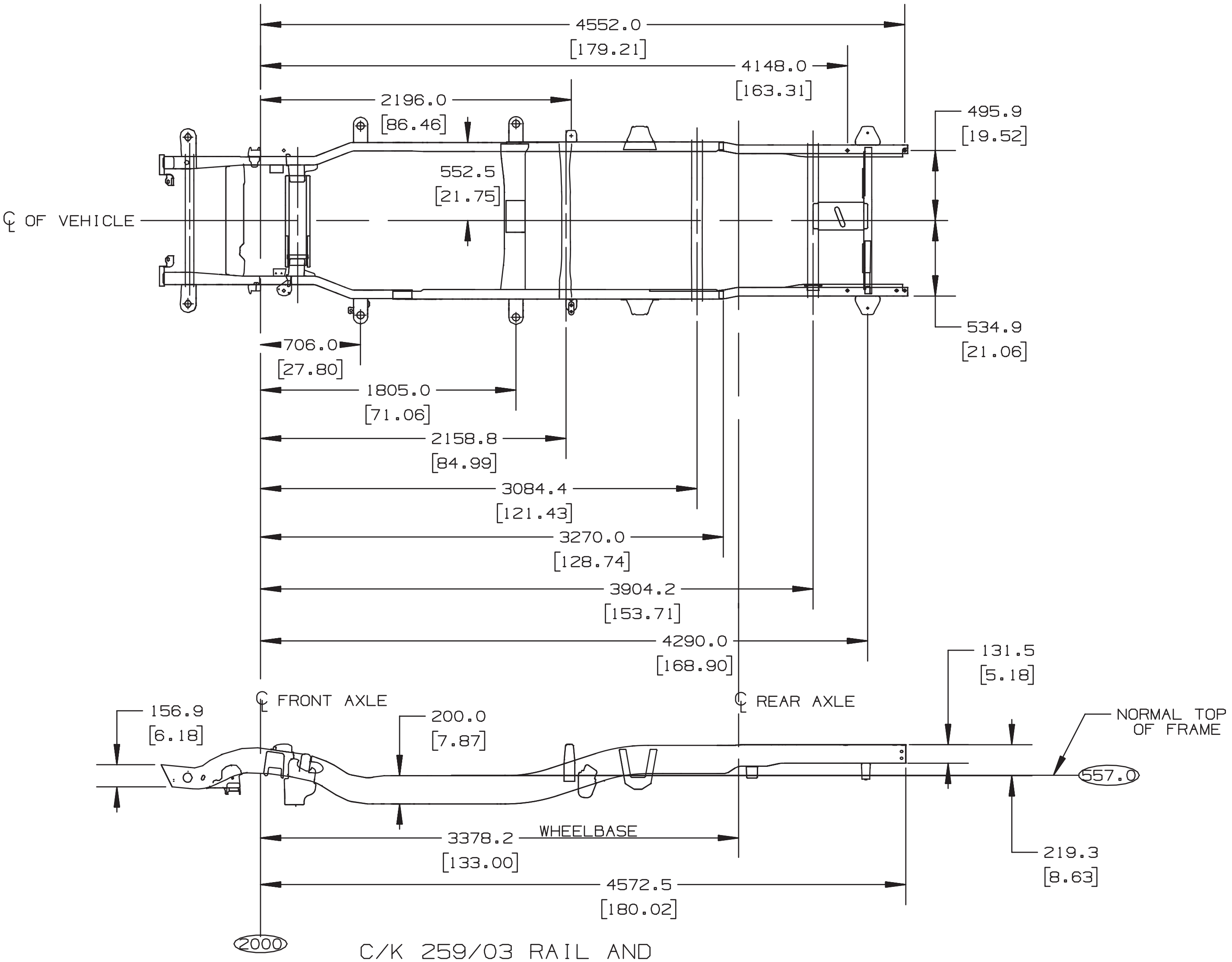
4426.0
[174.25]
4023.0
[158.39]
2552.0
[100.47]
2071.0
[81.54]
953.7
[37.55]
600.0
[23.62]
504.9
[19.88]
℄ OF VEHICLE
534.9
[21.06]
934.7
[36.80]
1581.7
[62.27]
2034.0
[80.08]
2969.2
[116.90]
3779.2
[148.79]
4165.0
[163.98]
℄ FRONT AXLE
℄ REAR AXLE
3378.0 WHEELBASE
[132.99]
237.6
[9.35]
1730.0
[68.11]
1673.1
[65.87]
161.4
[6.35]
32.1
[1.26]
132.0
[5.19]
107.3
[4.22]
540.7
818.0
[32.20]
4447.5
[175.10]
1000.0
4378.0
NORMAL TOP OF FRAME
GMT 800,K15903,2002

PICKUP BOX MOUNTING LOCATIONS MARKED THUS △ 8 PLACES. DIMENSIONS OF MOUNTING HOLES ARE SYMMETRICALLY OPPOSITE ABOUT CENTERLINE OF VEHICLE.

[ ]= INCHES

TD005973b

## C/K 25903 Rail and Crossmember Arrangement

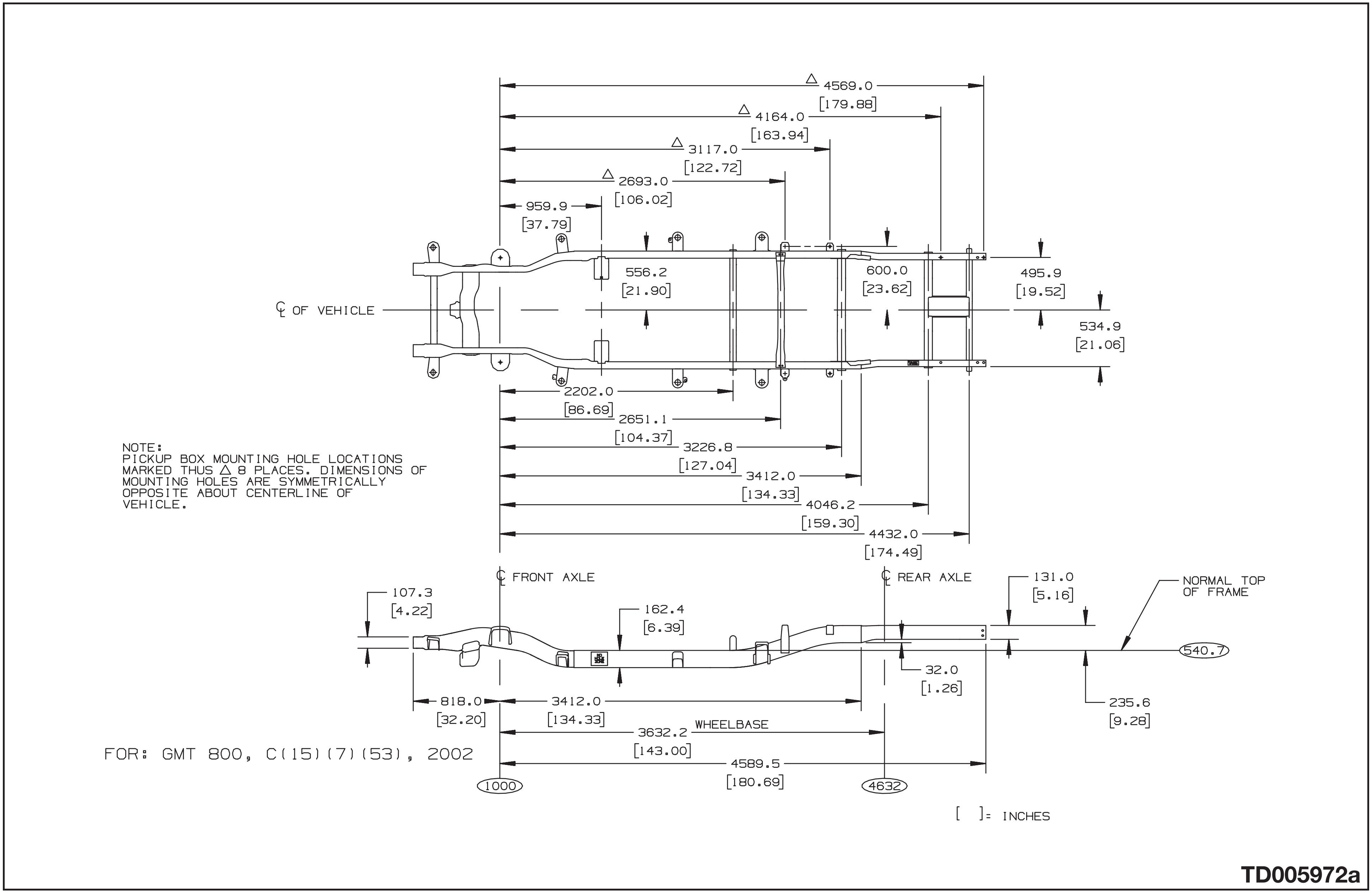

4552.0
[179.21]
4148.0
[163.31]
2196.0
[86.46]
495.9
[19.52]
552.5
[21.75]
℄ OF VEHICLE
534.9
[21.06]
706.0
[27.80]
1805.0
[71.06]
2158.8
[84.99]
3084.4
[121.43]
3270.0
[128.74]
3904.2
[153.71]
4290.0
[168.90]
131.5
[5.18]
℄ FRONT AXLE
℄ REAR AXLE
156.9
[6.18]
200.0
[7.87]
NORMAL TOP OF FRAME
557.0
3378.2 WHEELBASE
[133.00]
219.3
[8.63]
4572.5
[180.02]
2000

C/K 259/03 RAIL AND
CROSSMEMBER ARRANGEMENT 2002

[ ]= INCHES

**TD005976**

## C 15753 Rail and Crossmember Arrangement



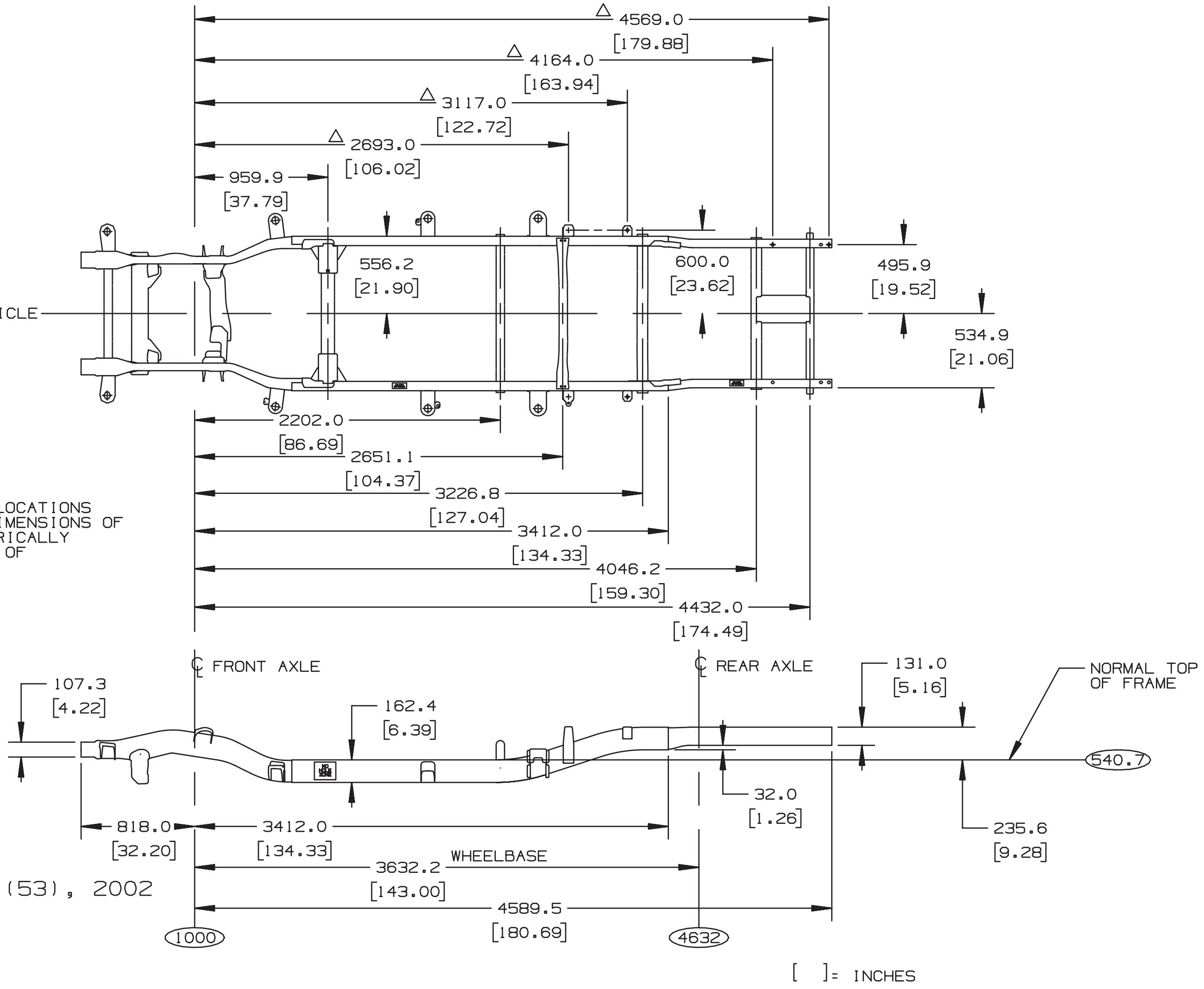
NOTE:
PICKUP BOX MOUNTING HOLE LOCATIONS MARKED THUS △ 8 PLACES. DIMENSIONS OF MOUNTING HOLES ARE SYMMETRICALLY OPPOSITE ABOUT CENTERLINE OF VEHICLE.

FOR: GMT 800, C(15)(7)(53), 2002

[ ]= INCHES

△ 4569.0 [179.88]
△ 4164.0 [163.94]
△ 3117.0 [122.72]
△ 2693.0 [106.02]
959.9 [37.79]
556.2 [21.90]
600.0 [23.62]
495.9 [19.52]
534.9 [21.06]
℄ OF VEHICLE
2202.0 [86.69]
2651.1 [104.37]
3226.8 [127.04]
3412.0 [134.33]
4046.2 [159.30]
4432.0 [174.49]
℄ FRONT AXLE
℄ REAR AXLE
107.3 [4.22]
162.4 [6.39]
131.0 [5.16]
NORMAL TOP OF FRAME
540.7
32.0 [1.26]
235.6 [9.28]
818.0 [32.20]
3412.0 [134.33]
3632.2 WHEELBASE [143.00]
4589.5 [180.69]
1000
4632
TD005972a

## K 15753 Rail and Crossmember Arrangement

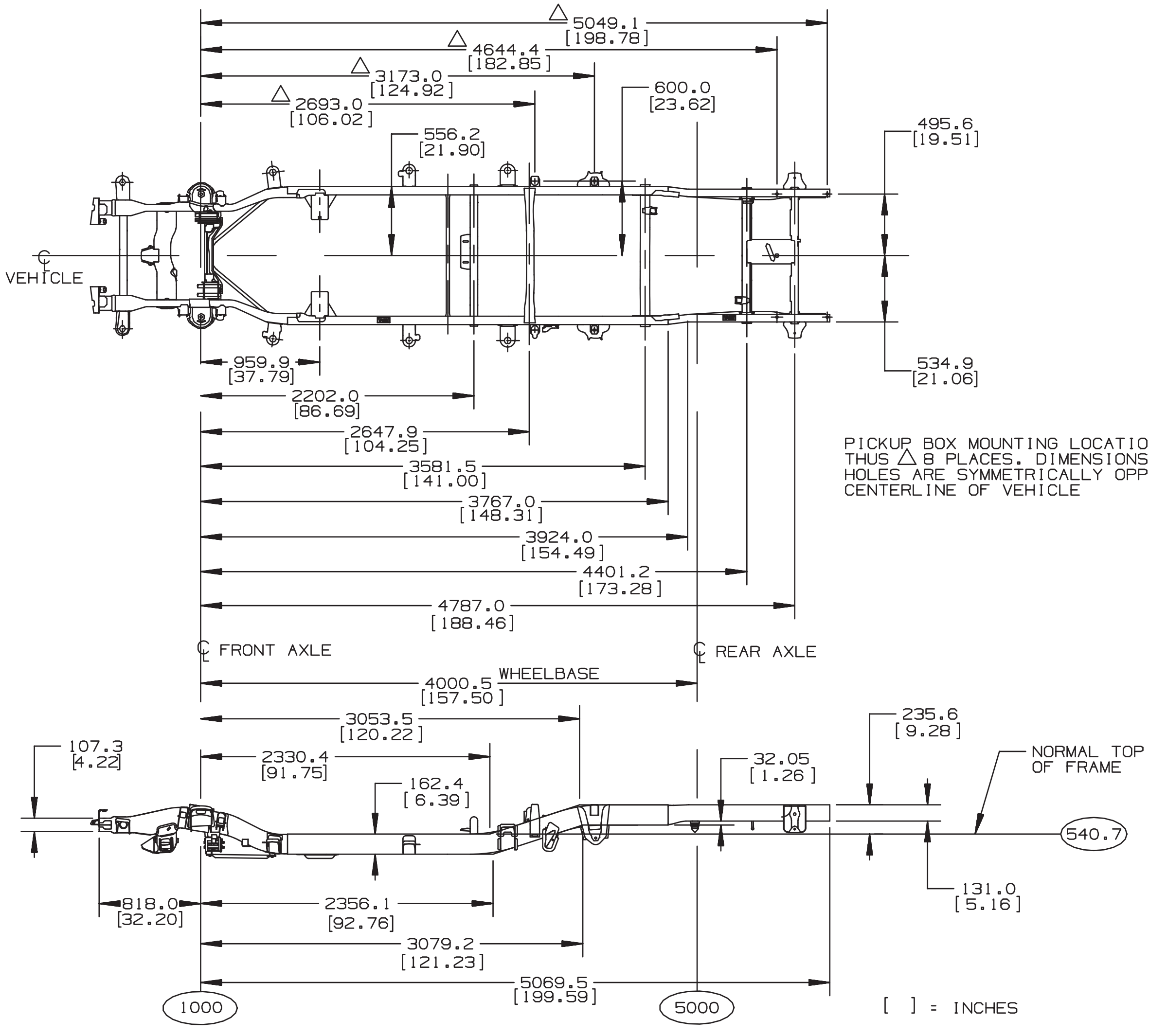

△ 4569.0
[179.88]
△ 4164.0
[163.94]
△ 3117.0
[122.72]
△ 2693.0
[106.02]
959.9
[37.79]
556.2
[21.90]
600.0
[23.62]
495.9
[19.52]
534.9
[21.06]
℄ OF VEHICLE
2202.0
[86.69]
2651.1
[104.37]
3226.8
[127.04]
3412.0
[134.33]
4046.2
[159.30]
4432.0
[174.49]
℄ FRONT AXLE
℄ REAR AXLE
107.3
[4.22]
162.4
[6.39]
131.0
[5.16]
NORMAL TOP OF FRAME
540.7
32.0
[1.26]
235.6
[9.28]
818.0
[32.20]
3412.0
[134.33]
3632.2 WHEELBASE
[143.00]
4589.5
[180.69]
1000
4632
[ ]= INCHES

NOTE:
PICKUP BOX MOUNTING HOLE LOCATIONS MARKED THUS △ 8 PLACES. DIMENSIONS OF MOUNTING HOLES ARE SYMMETRICALLY OPPOSITE ABOUT CENTERLINE OF VEHICLE.

FOR: GMT 800, K(15)(7)(53), 2002

TD005972b

## C 15953 Rail and Crossmember Arrangement


5049.1
[198.78]
4644.4
[182.85]
3173.0
[124.92]
2693.0
[106.02]
600.0
[23.62]
556.2
[21.90]
495.6
[19.51]
VEHICLE
534.9
[21.06]
959.9
[37.79]
2202.0
[86.69]
2647.9
[104.25]
3581.5
[141.00]
3767.0
[148.31]
3924.0
[154.49]
4401.2
[173.28]
4787.0
[188.46]
FRONT AXLE
REAR AXLE
4000.5
[157.50]
WHEELBASE
3053.5
[120.22]
235.6
[9.28]
107.3
[4.22]
2330.4
[91.75]
32.05
[1.26]
NORMAL TOP
OF FRAME
162.4
[6.39]
540.7
131.0
[5.16]
818.0
[32.20]
2356.1
[92.76]
3079.2
[121.23]
5069.5
[199.59]
1000
5000

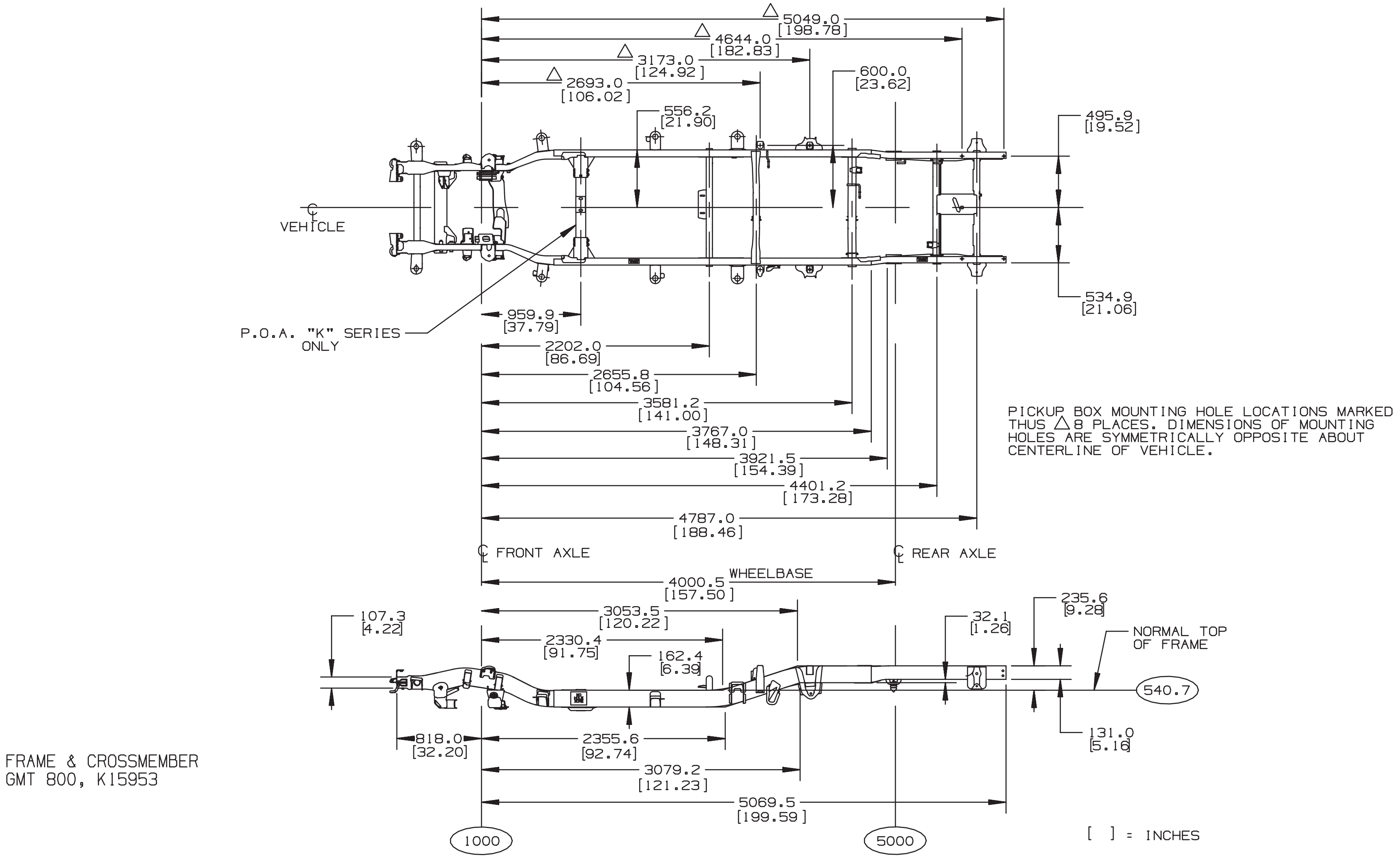
PICKUP BOX MOUNTING LOCATIONS MARKED THUS △ 8 PLACES. DIMENSIONS OF MOUNTING HOLES ARE SYMMETRICALLY OPPOSITE ABOUT CENTERLINE OF VEHICLE

FRAME & CROSSMEMBER
GMT 800, C15953

[ ] = INCHES

**TD005974a**

## K 15953 Rail and Crossmember Arrangement

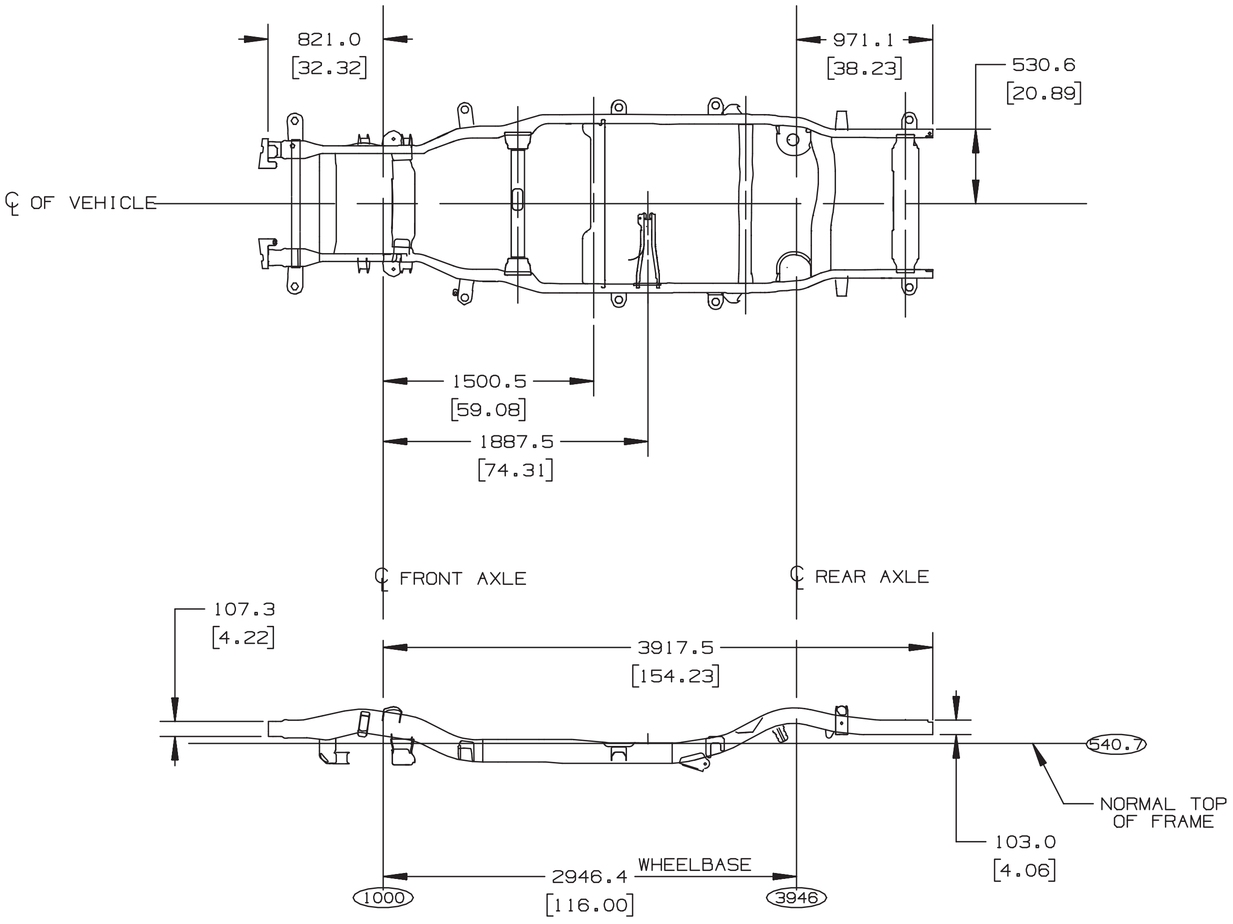

5049.0
[198.78]
4644.0
[182.83]
3173.0
[124.92]
2693.0
[106.02]
600.0
[23.62]
556.2
[21.90]
495.9
[19.52]
534.9
[21.06]
VEHICLE
P.O.A. "K" SERIES
ONLY
959.9
[37.79]
2202.0
[86.69]
2655.8
[104.56]
3581.2
[141.00]
3767.0
[148.31]
3921.5
[154.39]
4401.2
[173.28]
4787.0
[188.46]
FRONT AXLE
REAR AXLE
4000.5 WHEELBASE
[157.50]
3053.5
[120.22]
2330.4
[91.75]
162.4
[6.39]
107.3
[4.22]
32.1
[1.26]
235.6
[9.28]
NORMAL TOP
OF FRAME
540.7
131.0
[5.16]
818.0
[32.20]
2355.6
[92.74]
3079.2
[121.23]
5069.5
[199.59]
1000
5000
FRAME & CROSSMEMBER
GMT 800, K15953

PICKUP BOX MOUNTING HOLE LOCATIONS MARKED THUS △ 8 PLACES. DIMENSIONS OF MOUNTING HOLES ARE SYMMETRICALLY OPPOSITE ABOUT CENTERLINE OF VEHICLE.

[ ] = INCHES

**TD005974b**

## C/K 15706 Rail and Crossmember Arrangement

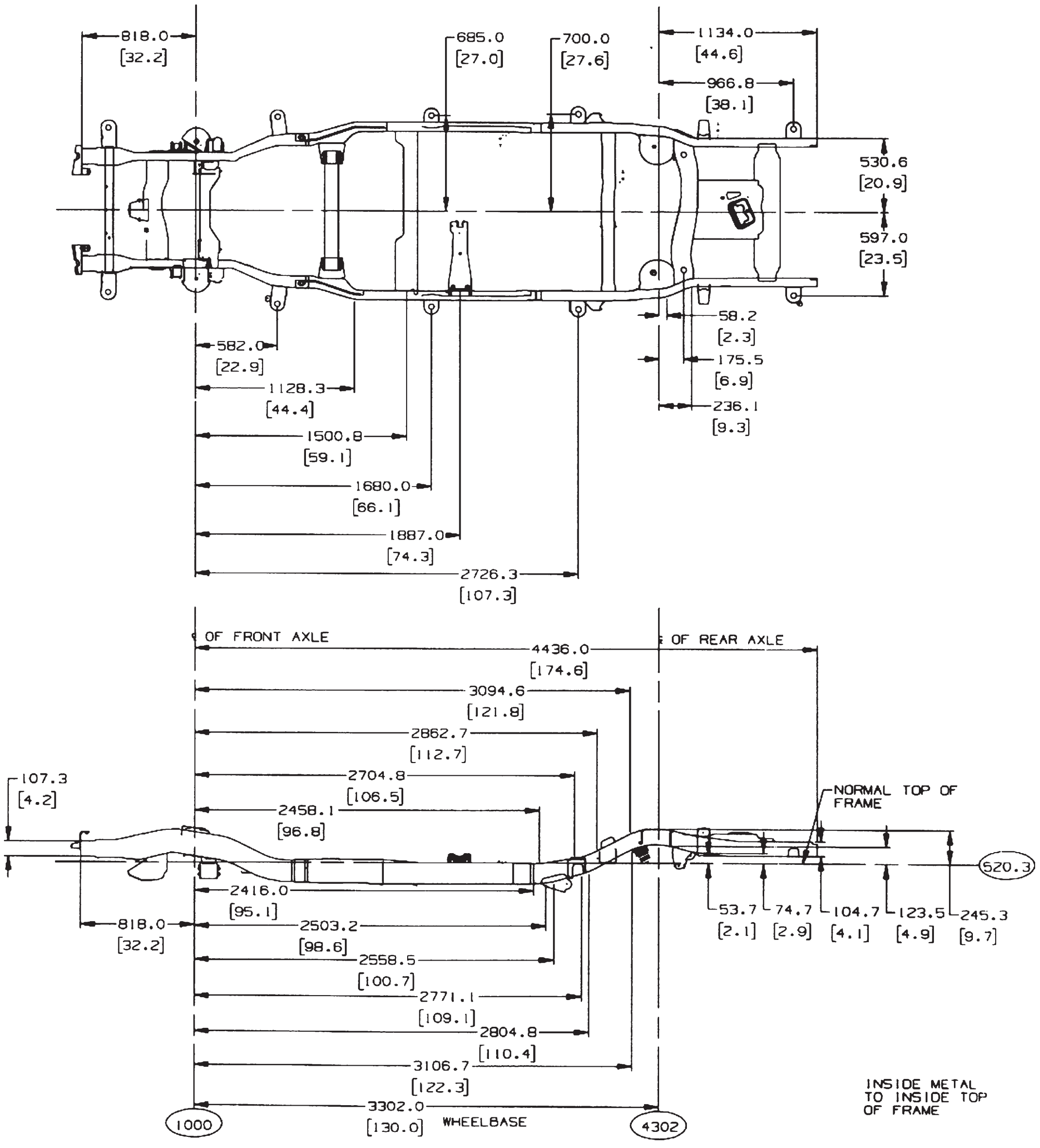

821.0
[32.32]
971.1
[38.23]
530.6
[20.89]
℄ OF VEHICLE
1500.5
[59.08]
1887.5
[74.31]
℄ FRONT AXLE
℄ REAR AXLE
107.3
[4.22]
3917.5
[154.23]
540.7
NORMAL TOP OF FRAME
103.0
[4.06]
2946.4
WHEELBASE
[116.00]
1000
3946

C/K 15706 RAIL AND
CROSSMEMBER ARRANGEMENT 2002

[ ]= INCHES

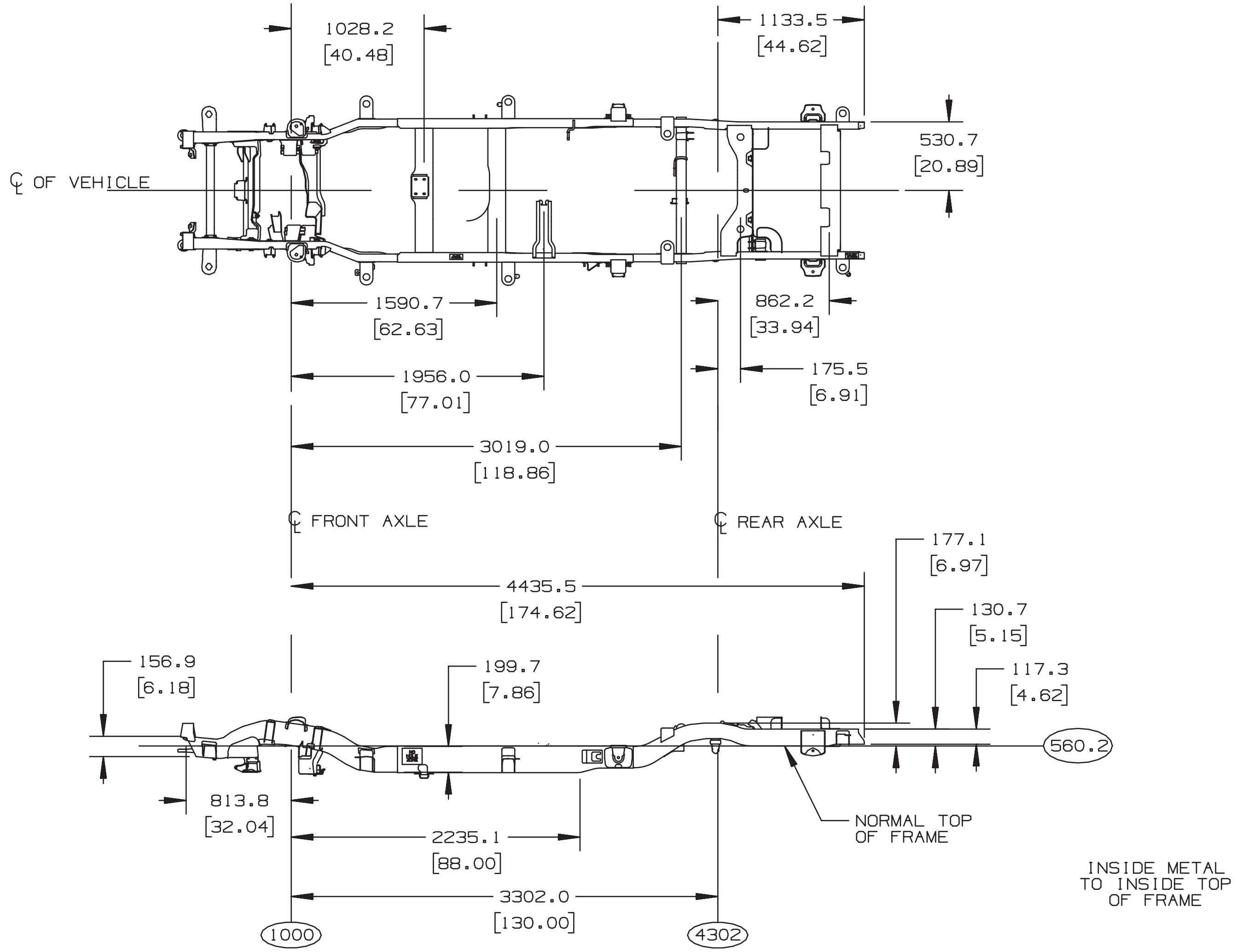
TD005981a

## C/K 15906 Rail and Crossmember Arrangement


818.0 [32.2]
685.0 [27.0]
700.0 [27.6]
1134.0 [44.6]
966.8 [38.1]
530.6 [20.9]
597.0 [23.5]
58.2 [2.3]
175.5 [6.9]
236.1 [9.3]
582.0 [22.9]
1128.3 [44.4]
1500.8 [59.1]
1680.0 [66.1]
1887.0 [74.3]
2726.3 [107.3]
℄ OF FRONT AXLE
℄ OF REAR AXLE
4436.0 [174.6]
3094.6 [121.8]
2862.7 [112.7]
2704.8 [106.5]
2458.1 [96.8]
107.3 [4.2]
NORMAL TOP OF FRAME
520.3
2416.0 [95.1]
818.0 [32.2]
2503.2 [98.6]
2558.5 [100.7]
2771.1 [109.1]
2804.8 [110.4]
3106.7 [122.3]
3302.0 [130.0] WHEELBASE
1000
4302
53.7 [2.1]
74.7 [2.9]
104.7 [4.1]
123.5 [4.9]
245.3 [9.7]
INSIDE METAL TO INSIDE TOP OF FRAME

TD005348

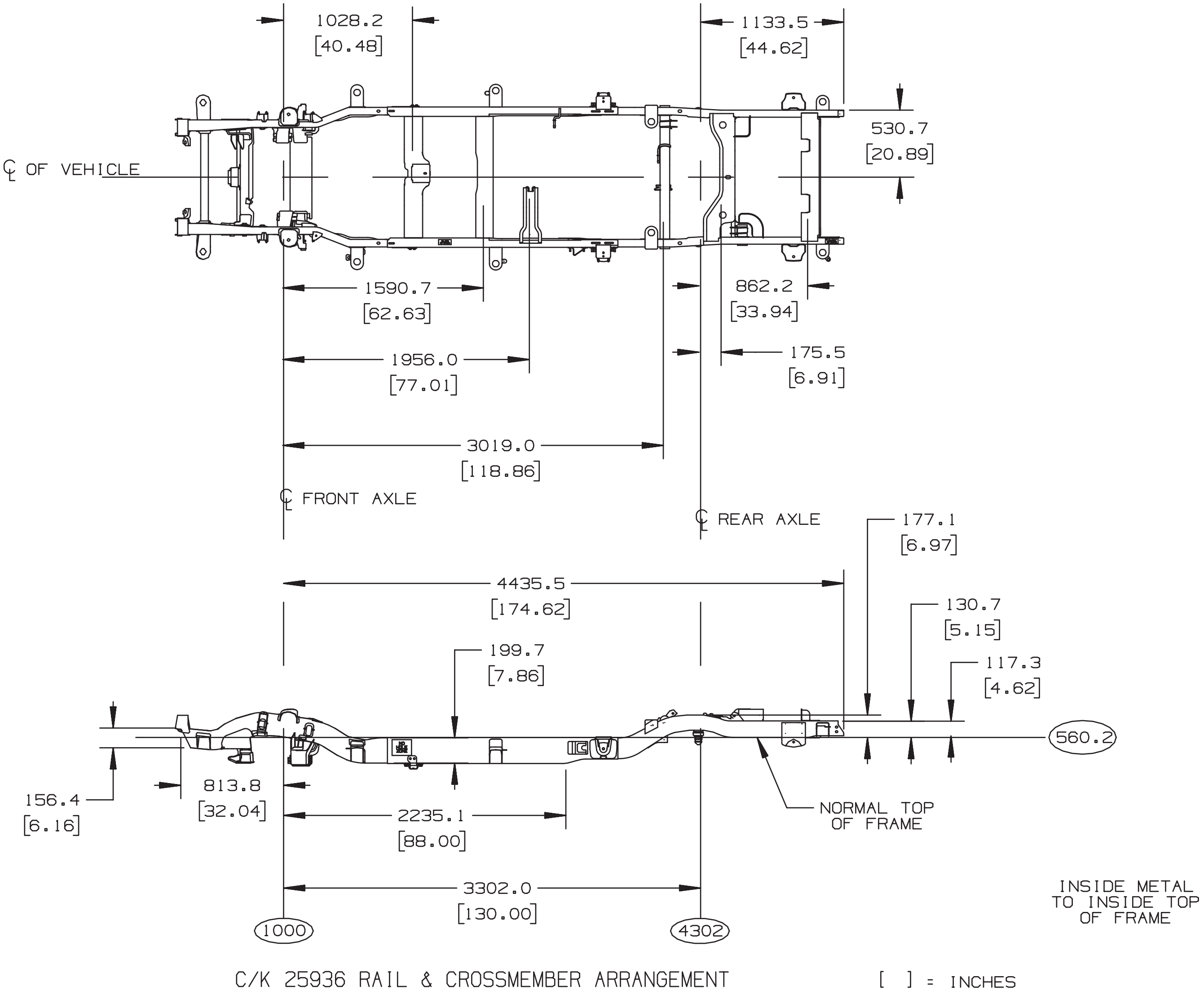
## C/K 25906 Rail and Crossmember Arrangement


1028.2
[40.48]
1133.5
[44.62]
530.7
[20.89]
℄ OF VEHICLE
1590.7
[62.63]
862.2
[33.94]
1956.0
[77.01]
175.5
[6.91]
3019.0
[118.86]
℄ FRONT AXLE
℄ REAR AXLE
177.1
[6.97]
4435.5
[174.62]
130.7
[5.15]
156.9
[6.18]
199.7
[7.86]
117.3
[4.62]
560.2
813.8
[32.04]
2235.1
[88.00]
NORMAL TOP OF FRAME
INSIDE METAL TO INSIDE TOP OF FRAME
3302.0
[130.00]
1000
4302

C/K 25906 RAIL & CROSSMEMBER ARRANGEMENT     [ ] = INCHES

**TD005977a**

## C/K 25936 Rail and Crossmember Arrangement

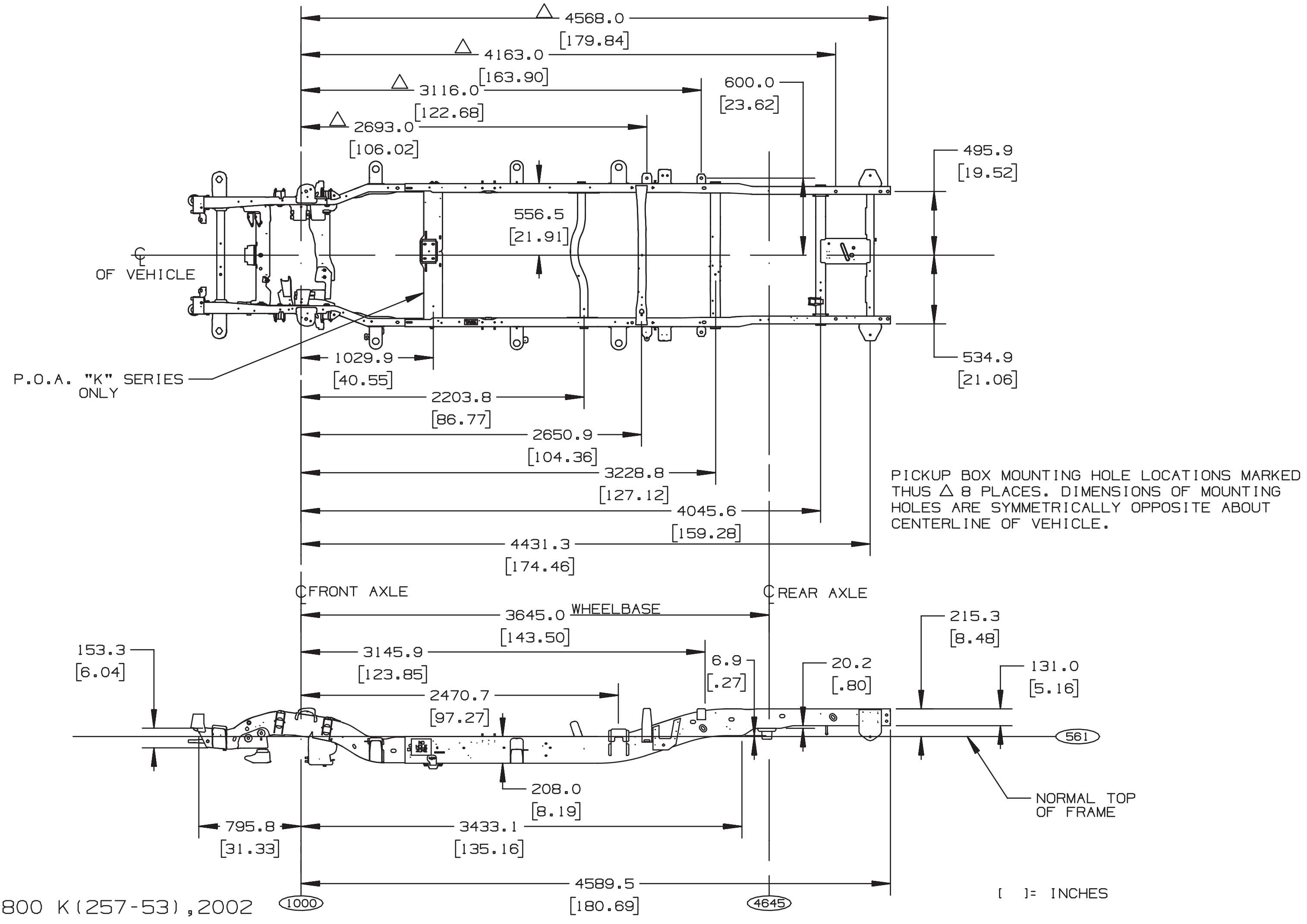

1028.2
[40.48]
1133.5
[44.62]
530.7
[20.89]
℄ OF VEHICLE
1590.7
[62.63]
862.2
[33.94]
1956.0
[77.01]
175.5
[6.91]
3019.0
[118.86]
℄ FRONT AXLE
℄ REAR AXLE
177.1
[6.97]
4435.5
[174.62]
130.7
[5.15]
199.7
[7.86]
117.3
[4.62]
560.2
156.4
[6.16]
813.8
[32.04]
2235.1
[88.00]
NORMAL TOP OF FRAME
3302.0
[130.00]
INSIDE METAL TO INSIDE TOP OF FRAME
1000
4302

C/K 25936 RAIL & CROSSMEMBER ARRANGEMENT

[ ] = INCHES

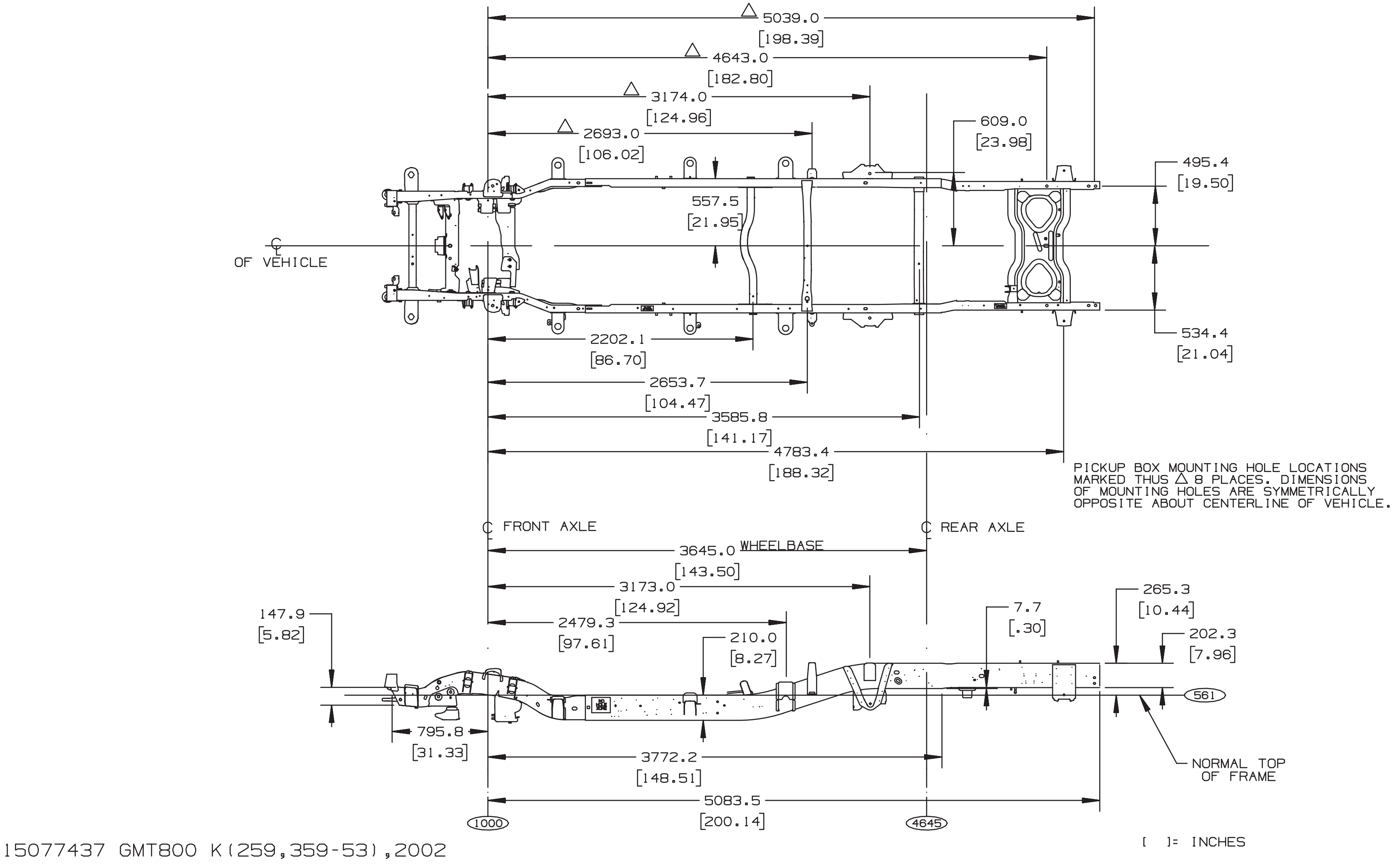
TD005977b

## C/K 25753 Rail and Crossmember Arrangement


4568.0
[179.84]
4163.0
[163.90]
3116.0
[122.68]
600.0
[23.62]
2693.0
[106.02]
495.9
[19.52]
556.5
[21.91]
℄ OF VEHICLE
1029.9
[40.55]
534.9
[21.06]
P.O.A. "K" SERIES ONLY
2203.8
[86.77]
2650.9
[104.36]
3228.8
[127.12]
4045.6
[159.28]
4431.3
[174.46]
PICKUP BOX MOUNTING HOLE LOCATIONS MARKED THUS △ 8 PLACES. DIMENSIONS OF MOUNTING HOLES ARE SYMMETRICALLY OPPOSITE ABOUT CENTERLINE OF VEHICLE.
℄ FRONT AXLE
℄ REAR AXLE
3645.0 WHEELBASE
[143.50]
215.3
[8.48]
153.3
[6.04]
3145.9
[123.85]
6.9
[.27]
20.2
[.80]
131.0
[5.16]
2470.7
[97.27]
561
208.0
[8.19]
NORMAL TOP OF FRAME
795.8
[31.33]
3433.1
[135.16]
4589.5
[180.69]
15063958 GMT800 K(257-53),2002
1000
4645
[ ]= INCHES

TD005975a

## C/K 25953 Rail and Crossmember Arrangement

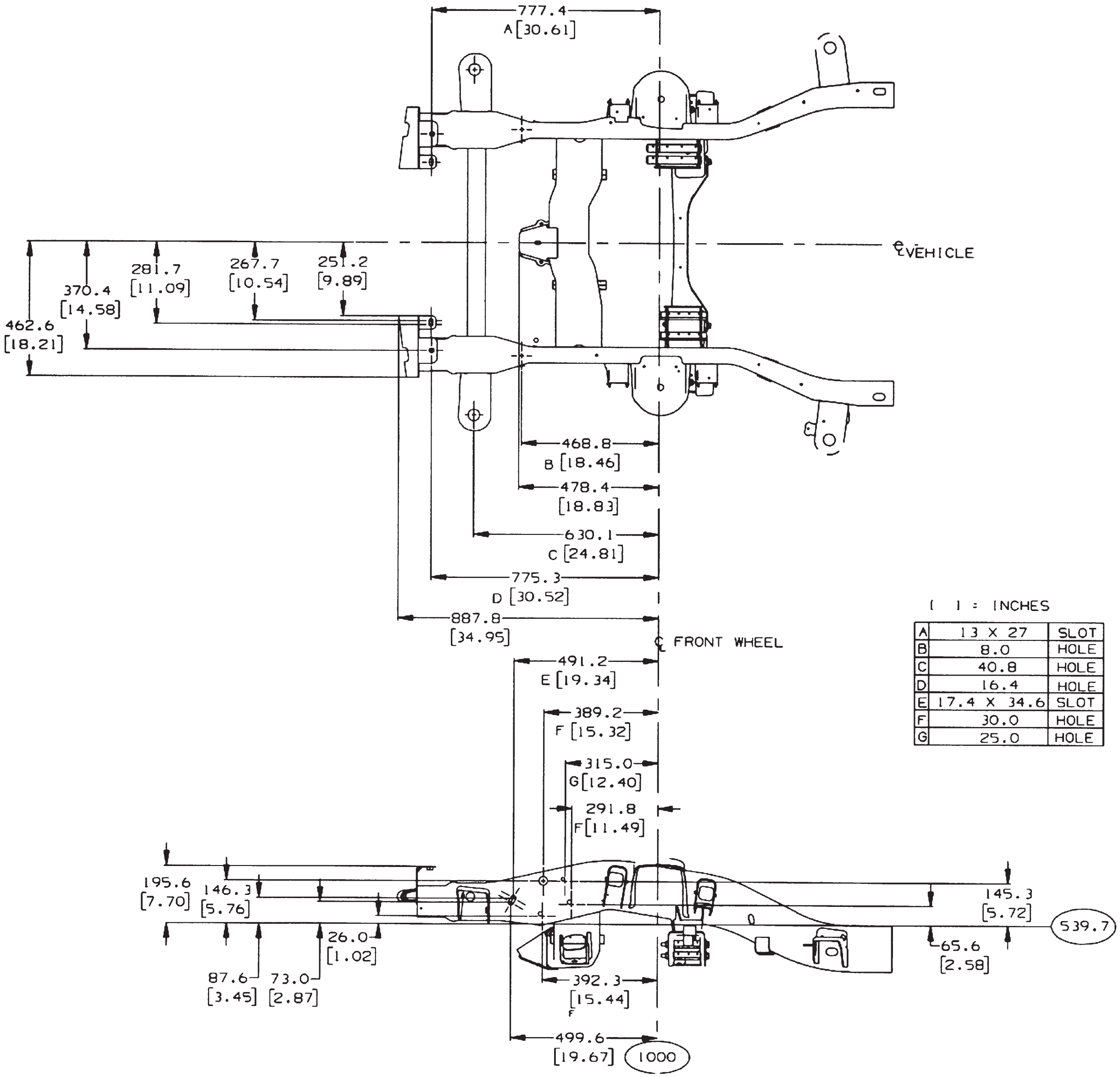

5039.0
[198.39]
4643.0
[182.80]
3174.0
[124.96]
2693.0
[106.02]
609.0
[23.98]
495.4
[19.50]
557.5
[21.95]
C OF VEHICLE
534.4
[21.04]
2202.1
[86.70]
2653.7
[104.47]
3585.8
[141.17]
4783.4
[188.32]
C FRONT AXLE
C REAR AXLE
3645.0 WHEELBASE
[143.50]
3173.0
[124.92]
2479.3
[97.61]
147.9
[5.82]
210.0
[8.27]
7.7
[.30]
265.3
[10.44]
202.3
[7.96]
561
795.8
[31.33]
3772.2
[148.51]
NORMAL TOP OF FRAME
5083.5
[200.14]
1000
4645
15077437 GMT800 K(259,359-53),2002

PICKUP BOX MOUNTING HOLE LOCATIONS MARKED THUS △ 8 PLACES. DIMENSIONS OF MOUNTING HOLES ARE SYMMETRICALLY OPPOSITE ABOUT CENTERLINE OF VEHICLE.

[ ]= INCHES

**TD005975b**

## C (15) Front Frame Pickup

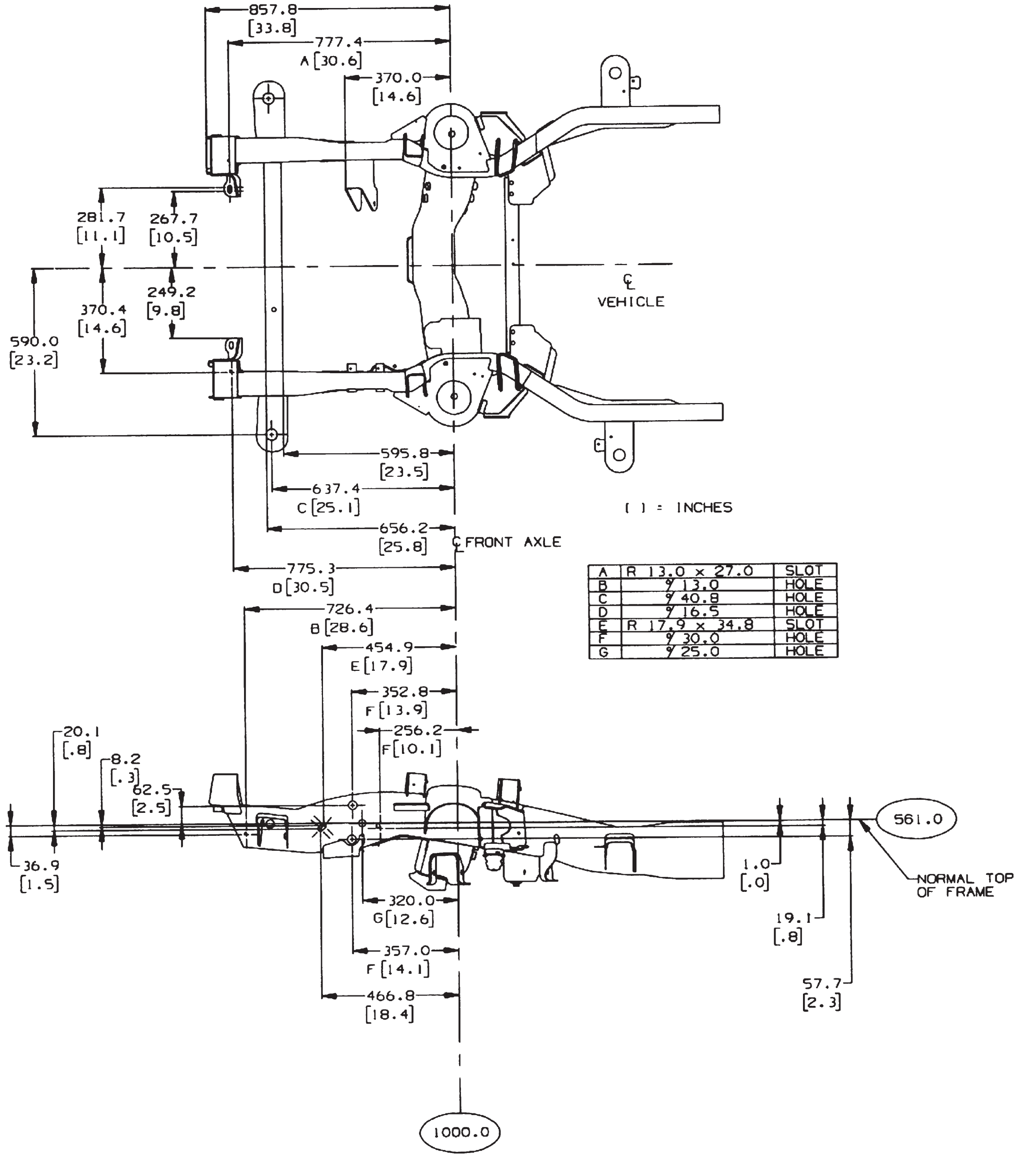

777.4
A [30.61]
℄ VEHICLE
281.7
[11.09]
267.7
[10.54]
251.2
[9.89]
370.4
[14.58]
462.6
[18.21]
468.8
B [18.46]
478.4
[18.83]
630.1
C [24.81]
775.3
D [30.52]
887.8
[34.95]
℄ FRONT WHEEL
491.2
E [19.34]
389.2
F [15.32]
315.0
G [12.40]
291.8
F [11.49]
195.6
[7.70]
146.3
[5.76]
26.0
[1.02]
87.6
[3.45]
73.0
[2.87]
392.3
[15.44]
F
499.6
[19.67]
1000
145.3
[5.72]
539.7
65.6
[2.58]

[ ] = INCHES

| | | |
|---|---|---|
| A | 13 X 27 | SLOT |
| B | 8.0 | HOLE |
| C | 40.8 | HOLE |
| D | 16.4 | HOLE |
| E | 17.4 X 34.6 | SLOT |
| F | 30.0 | HOLE |
| G | 25.0 | HOLE |

TD005324

## C (25) Front Frame Pickup

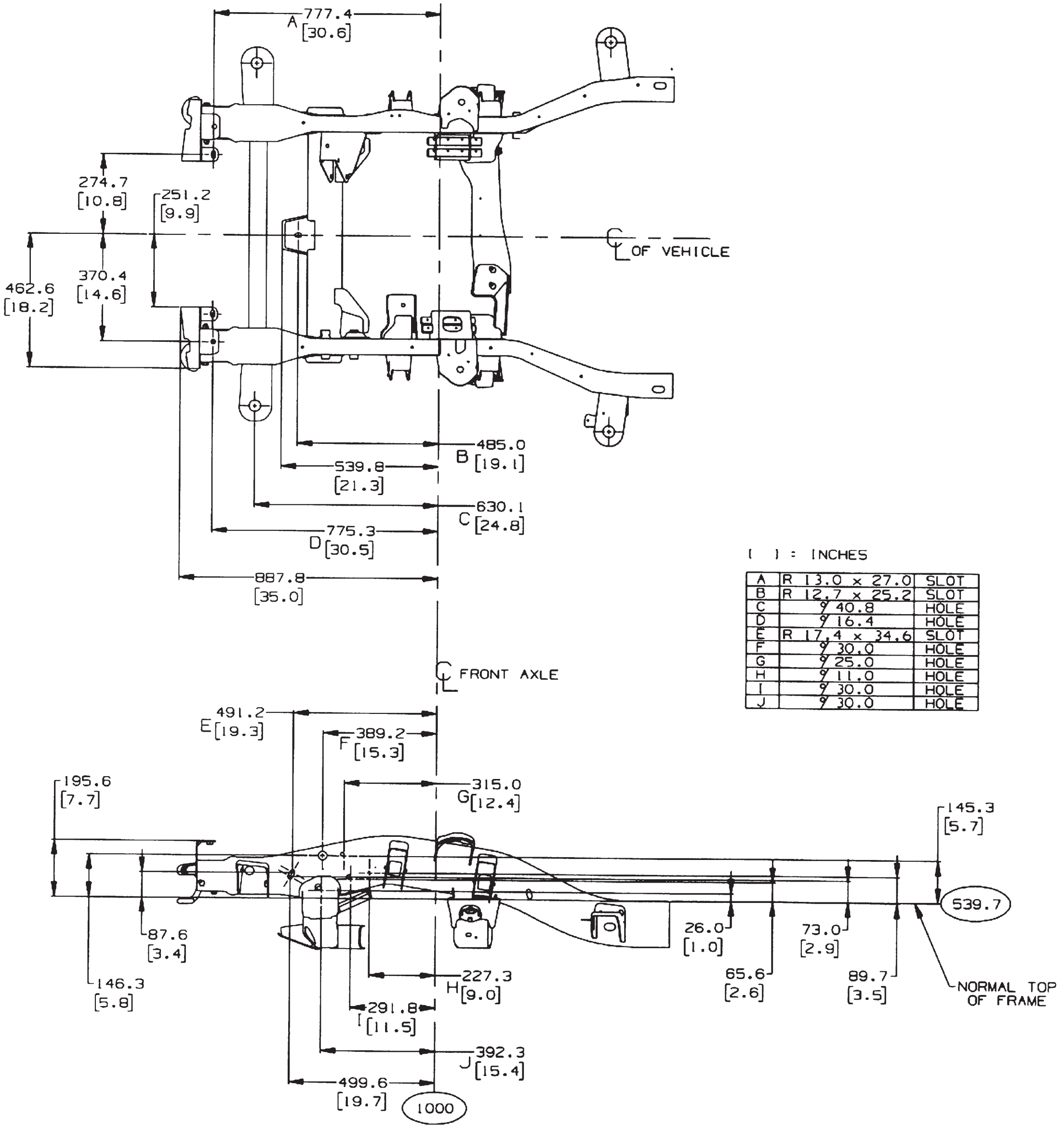

857.8
[33.8]
777.4
A [30.6]
370.0
[14.6]
281.7
[11.1]
267.7
[10.5]
249.2
[9.8]
370.4
[14.6]
590.0
[23.2]
℄
VEHICLE
595.8
[23.5]
637.4
C [25.1]
656.2
[25.8]
℄ FRONT AXLE
775.3
D [30.5]
726.4
B [28.6]
454.9
E [17.9]
352.8
F [13.9]
256.2
F [10.1]
20.1
[.8]
8.2
[.3]
62.5
[2.5]
36.9
[1.5]
561.0
1.0
[.0]
NORMAL TOP OF FRAME
19.1
[.8]
57.7
[2.3]
320.0
G [12.6]
357.0
F [14.1]
466.8
[18.4]
1000.0

[ ] = INCHES

| | | |
|---|---|---|
| A | R 13.0 x 27.0 | SLOT |
| B | ⌀ 13.0 | HOLE |
| C | ⌀ 40.8 | HOLE |
| D | ⌀ 16.5 | HOLE |
| E | R 17.9 x 34.8 | SLOT |
| F | ⌀ 30.0 | HOLE |
| G | ⌀ 25.0 | HOLE |

**TD005323**

## K (15) Pickup C/K (15) Utility Front Frame

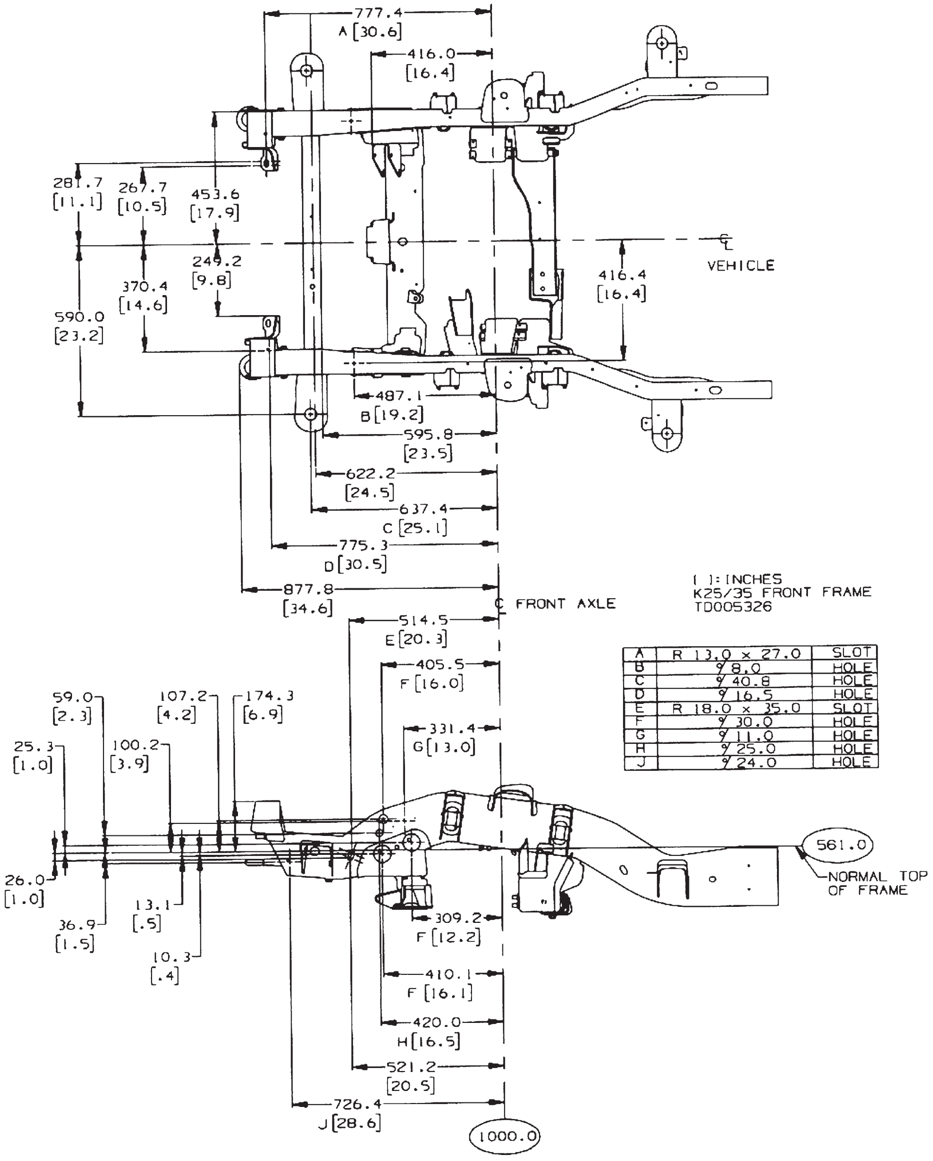

A 777.4 [30.6]
274.7 [10.8]
251.2 [9.9]
462.6 [18.2]
370.4 [14.6]
℄ OF VEHICLE
B 485.0 [19.1]
539.8 [21.3]
C 630.1 [24.8]
D 775.3 [30.5]
887.8 [35.0]
℄ FRONT AXLE
E 491.2 [19.3]
F 389.2 [15.3]
G 315.0 [12.4]
195.6 [7.7]
145.3 [5.7]
539.7
87.6 [3.4]
146.3 [5.8]
26.0 [1.0]
73.0 [2.9]
65.6 [2.6]
89.7 [3.5]
NORMAL TOP OF FRAME
H 227.3 [9.0]
I 291.8 [11.5]
J 392.3 [15.4]
499.6 [19.7]
1000

[ ] : INCHES

| | | |
|---|---|---|
| A | R 13.0 x 27.0 | SLOT |
| B | R 12.7 x 25.2 | SLOT |
| C | ⌀ 40.8 | HOLE |
| D | ⌀ 16.4 | HOLE |
| E | R 17.4 x 34.6 | SLOT |
| F | ⌀ 30.0 | HOLE |
| G | ⌀ 25.0 | HOLE |
| H | ⌀ 11.0 | HOLE |
| I | ⌀ 30.0 | HOLE |
| J | ⌀ 30.0 | HOLE |

TD005325

## K (25) Pickup C/K (25) Utility Front Frame

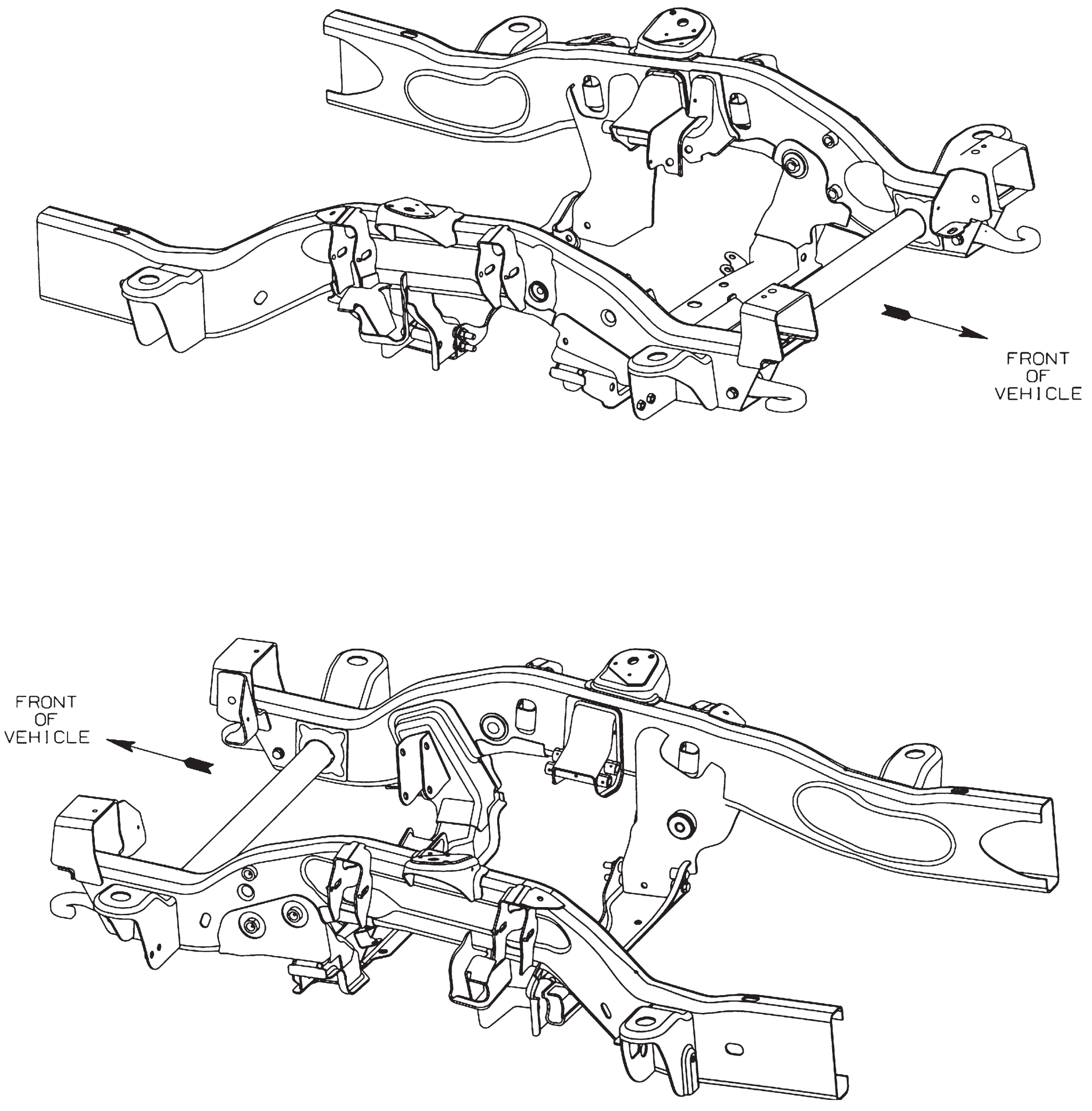

777.4
A [30.6]
416.0
[16.4]
281.7
[11.1]
267.7
[10.5]
453.6
[17.9]
249.2
[9.8]
370.4
[14.6]
590.0
[23.2]
416.4
[16.4]
℄ VEHICLE
487.1
B [19.2]
595.8
[23.5]
622.2
[24.5]
637.4
C [25.1]
775.3
D [30.5]
877.8
[34.6]
℄ FRONT AXLE
514.5
E [20.3]
405.5
F [16.0]
331.4
G [13.0]
59.0
[2.3]
107.2
[4.2]
174.3
[6.9]
25.3
[1.0]
100.2
[3.9]
26.0
[1.0]
36.9
[1.5]
13.1
[.5]
10.3
[.4]
561.0
NORMAL TOP OF FRAME
309.2
F [12.2]
410.1
F [16.1]
420.0
H [16.5]
521.2
[20.5]
726.4
J [28.6]
1000.0

[ ]: INCHES
K25/35 FRONT FRAME
TD005326

| | | |
|---|---|---|
| A | R 13.0 x 27.0 | SLOT |
| B | ⌀ 8.0 | HOLE |
| C | ⌀ 40.8 | HOLE |
| D | ⌀ 16.5 | HOLE |
| E | R 18.0 x 35.0 | SLOT |
| F | ⌀ 30.0 | HOLE |
| G | ⌀ 11.0 | HOLE |
| H | ⌀ 25.0 | HOLE |
| J | ⌀ 24.0 | HOLE |

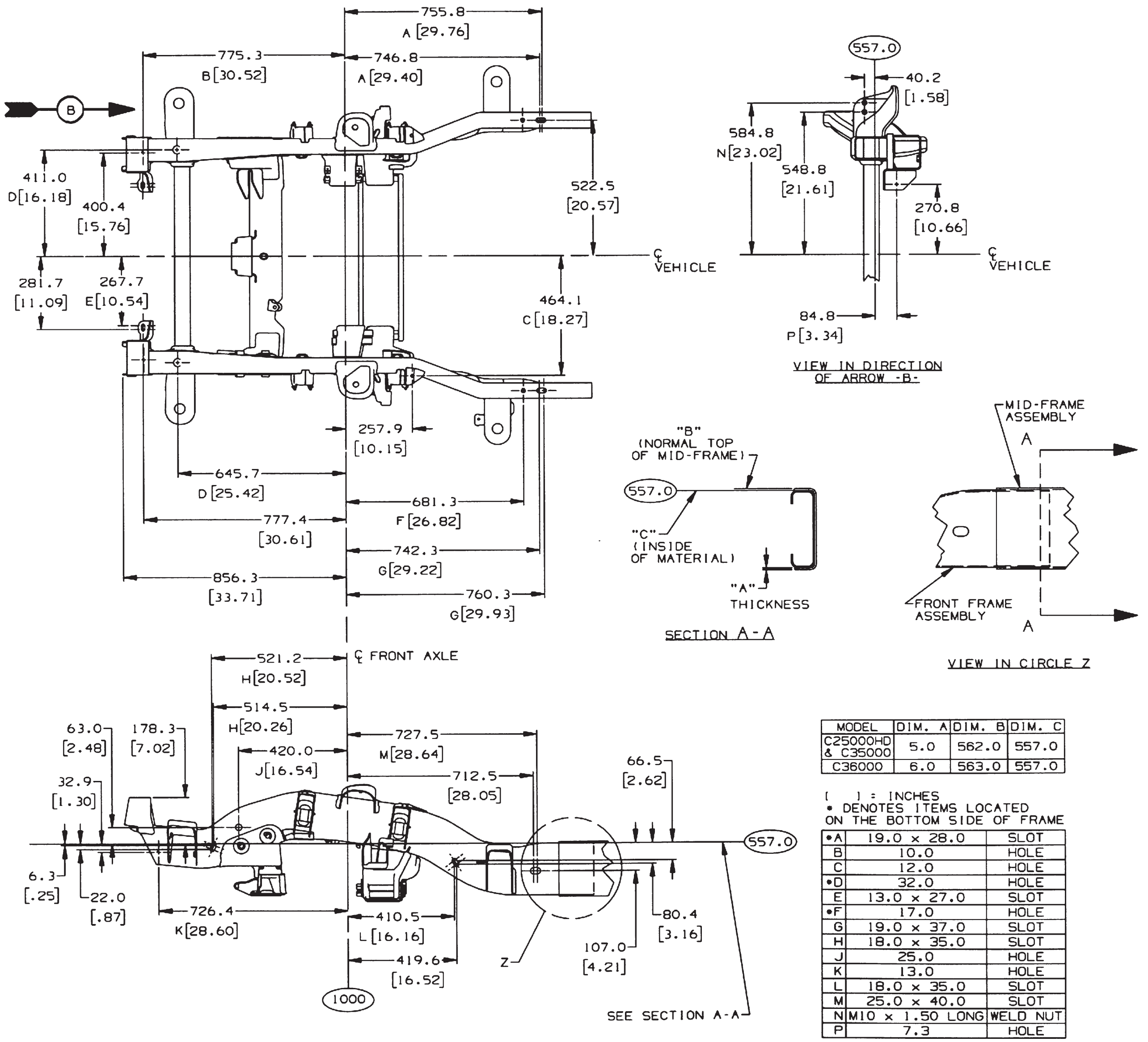
**TD005326**

## C/K (25HD/35/36) Front Frame


FRONT
OF
VEHICLE
FRONT
OF
VEHICLE

15753457

## C (25HD/35/36) Front Frame W/Dim


755.8
A[29.76]
775.3
B[30.52]
746.8
A[29.40]
B
411.0
D[16.18]
400.4
[15.76]
522.5
[20.57]
℄ VEHICLE
281.7
[11.09]
267.7
E[10.54]
464.1
C[18.27]
257.9
[10.15]
645.7
D[25.42]
681.3
F[26.82]
777.4
[30.61]
742.3
G[29.22]
856.3
[33.71]
760.3
G[29.93]
557.0
40.2
[1.58]
584.8
N[23.02]
548.8
[21.61]
270.8
[10.66]
℄ VEHICLE
84.8
P[3.34]
VIEW IN DIRECTION OF ARROW -B-
"B" (NORMAL TOP OF MID-FRAME)
557.0
"C" (INSIDE OF MATERIAL)
"A" THICKNESS
SECTION A-A
MID-FRAME ASSEMBLY
A
FRONT FRAME ASSEMBLY
A
VIEW IN CIRCLE Z
521.2
H[20.52]
℄ FRONT AXLE
514.5
H[20.26]
63.0
[2.48]
178.3
[7.02]
420.0
J[16.54]
727.5
M[28.64]
712.5
[28.05]
66.5
[2.62]
32.9
[1.30]
557.0
6.3
[.25]
22.0
[.87]
726.4
K[28.60]
410.5
L[16.16]
419.6
[16.52]
Z
107.0
[4.21]
80.4
[3.16]
1000
SEE SECTION A-A

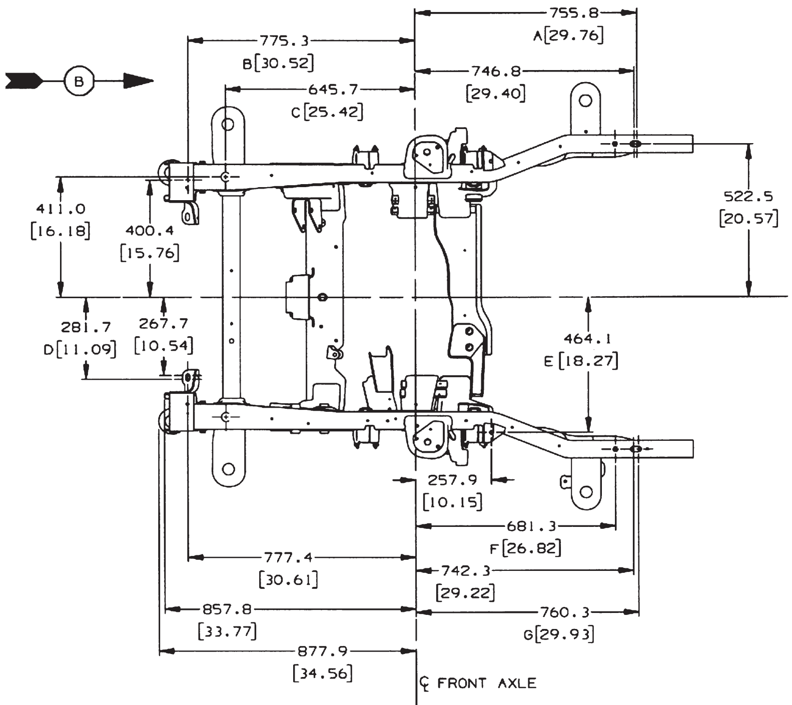
| MODEL | DIM. A | DIM. B | DIM. C |
|---|---|---|---|
| C25000HD & C35000 | 5.0 | 562.0 | 557.0 |
| C36000 | 6.0 | 563.0 | 557.0 |

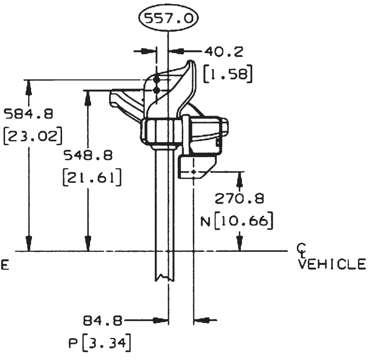
[ ] : INCHES
* DENOTES ITEMS LOCATED
ON THE BOTTOM SIDE OF FRAME

| | | |
|---|---|---|
| •A | 19.0 x 28.0 | SLOT |
| B | 10.0 | HOLE |
| C | 12.0 | HOLE |
| •D | 32.0 | HOLE |
| E | 13.0 x 27.0 | SLOT |
| •F | 17.0 | HOLE |
| G | 19.0 x 37.0 | SLOT |
| H | 18.0 x 35.0 | SLOT |
| J | 25.0 | HOLE |
| K | 13.0 | HOLE |
| L | 18.0 x 35.0 | SLOT |
| M | 25.0 x 40.0 | SLOT |
| N | M10 x 1.50 LONG | WELD NUT |
| P | 7.3 | HOLE |

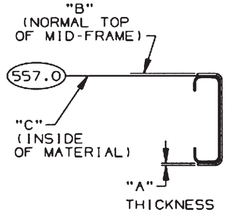
15753457

## K (25HD/35/36) Front Frame W/Dim

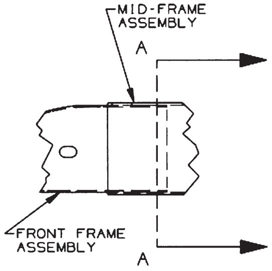

B
755.8
A[29.76]
775.3
B[30.52]
746.8
[29.40]
645.7
C[25.42]
522.5
[20.57]
411.0
[16.18]
400.4
[15.76]
281.7
D[11.09]
267.7
[10.54]
464.1
E[18.27]
257.9
[10.15]
681.3
F[26.82]
777.4
[30.61]
742.3
[29.22]
857.8
[33.77]
760.3
G[29.93]
877.9
[34.56]
℄ FRONT AXLE
℄ OF VEHICLE


557.0
40.2
[1.58]
584.8
M[23.02]
548.8
[21.61]
270.8
N[10.66]
℄ VEHICLE
84.8
P[3.34]

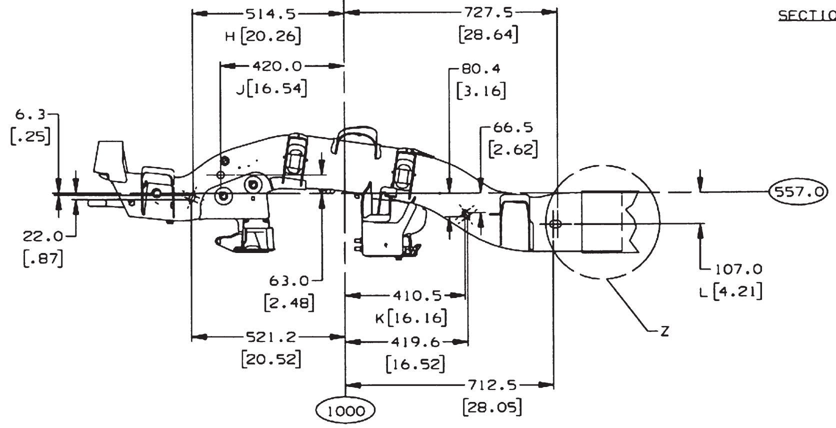
VIEW IN DIRECTION OF ARROW -B-


"B" (NORMAL TOP OF MID-FRAME)
557.0
"C" (INSIDE OF MATERIAL)
"A" THICKNESS

SECTION A-A


MID-FRAME ASSEMBLY
A
FRONT FRAME ASSEMBLY
A

VIEW IN CIRCLE Z


514.5
H[20.26]
727.5
[28.64]
420.0
J[16.54]
80.4
[3.16]
66.5
[2.62]
6.3
[.25]
22.0
[.87]
557.0
107.0
L[4.21]
63.0
[2.48]
410.5
K[16.16]
521.2
[20.52]
419.6
[16.52]
712.5
[28.05]
1000
Z

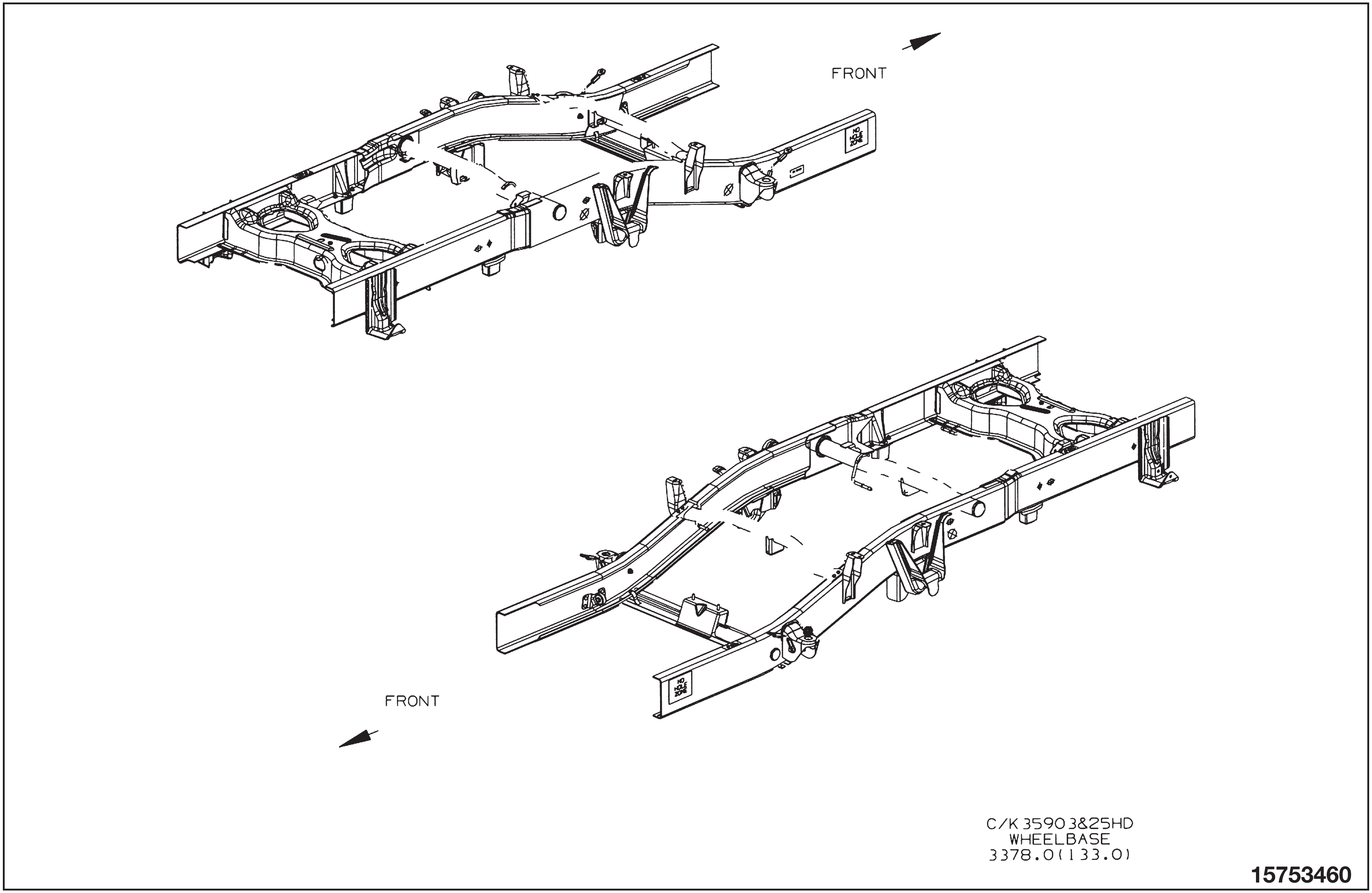
| MODEL | DIM. A | DIM. B | DIM. C |
|---|---|---|---|
| K25000HD & K35000 | 5.0 | 562.0 | 557.0 |
| K36000 | 6.0 | 563.0 | 557.0 |

[ ] : INCHES
• DENOTES ITEMS LOCATED ON THE BOTTOM SIDE OF FRAME

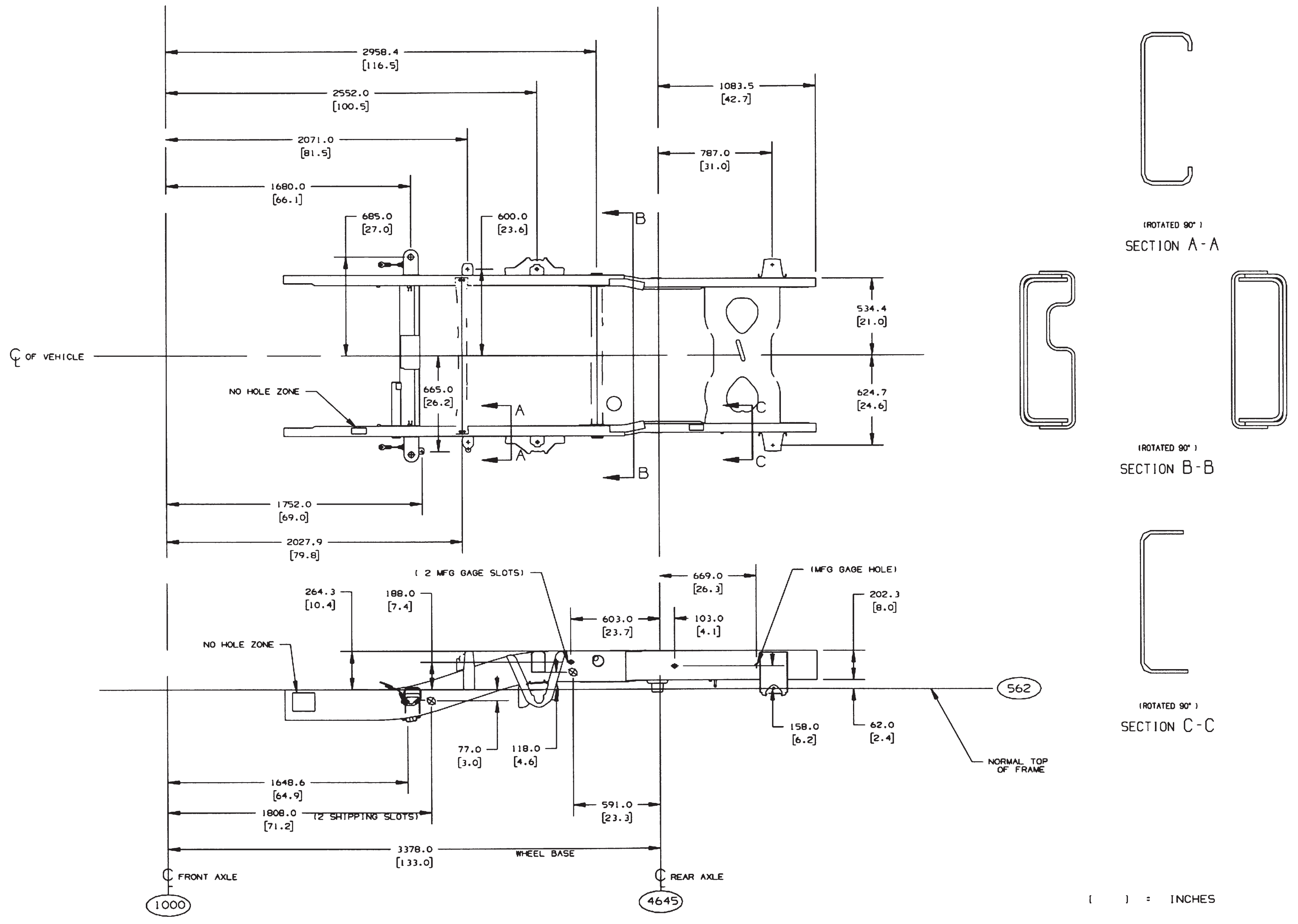
| | | |
|---|---|---|
| •A | 19.0 x 28.0 | SLOT |
| B | 10.0 | HOLE |
| •C | 32.0 | HOLE |
| D | 13.0 x 27.0 | SLOT |
| E | 12.0 | HOLE |
| •F | 17.0 | HOLE |
| G | 19.0 x 37.0 | SLOT |
| H | 18.0 x 35.0 | SLOT |
| J | 25.0 | HOLE |
| K | 18.0 x 35.0 | SLOT |
| L | 25.0 x 40.0 | SLOT |
| M | M10 x 1.50 LONG | WELD NUT |
| N | 7.3 | HOLE |

15753919

## C/K (25HD/K35)903 Intermediate and Rear Frame

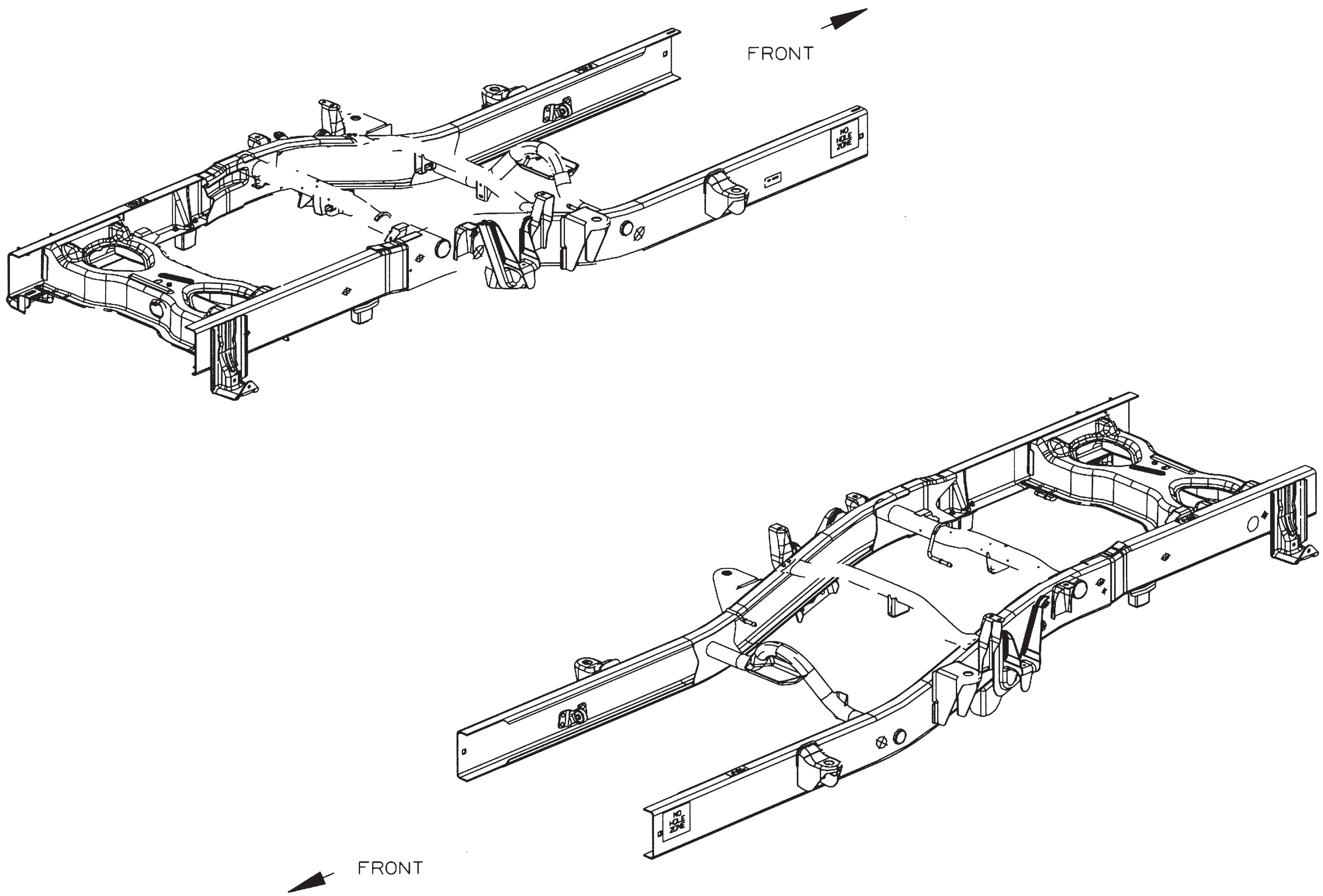

FRONT
NO HOLE ZONE
NO HOLE ZONE
FRONT
C/K 35903&25HD
WHEELBASE
3378.0(133.0)
15753460

## C/K (25HD/K35)903 Intermediate and Rear Frame W/Dim


2958.4 [116.5]
2552.0 [100.5]
2071.0 [81.5]
1680.0 [66.1]
685.0 [27.0]
600.0 [23.6]
1083.5 [42.7]
787.0 [31.0]
534.4 [21.0]
624.7 [24.6]
665.0 [26.2]
℄ OF VEHICLE
NO HOLE ZONE
A
B
C
1752.0 [69.0]
2027.9 [79.8]
(ROTATED 90°) SECTION A-A
(ROTATED 90°) SECTION B-B
(ROTATED 90°) SECTION C-C
( 2 MFG GAGE SLOTS)
(MFG GAGE HOLE)
264.3 [10.4]
188.0 [7.4]
669.0 [26.3]
603.0 [23.7]
103.0 [4.1]
202.3 [8.0]
NO HOLE ZONE
562
158.0 [6.2]
62.0 [2.4]
77.0 [3.0]
118.0 [4.6]
NORMAL TOP OF FRAME
1648.6 [64.9]
1808.0 [71.2] (2 SHIPPING SLOTS)
591.0 [23.3]
3378.0 [133.0] WHEEL BASE
℄ FRONT AXLE
1000
℄ REAR AXLE
4645
[ ] = INCHES

15753460

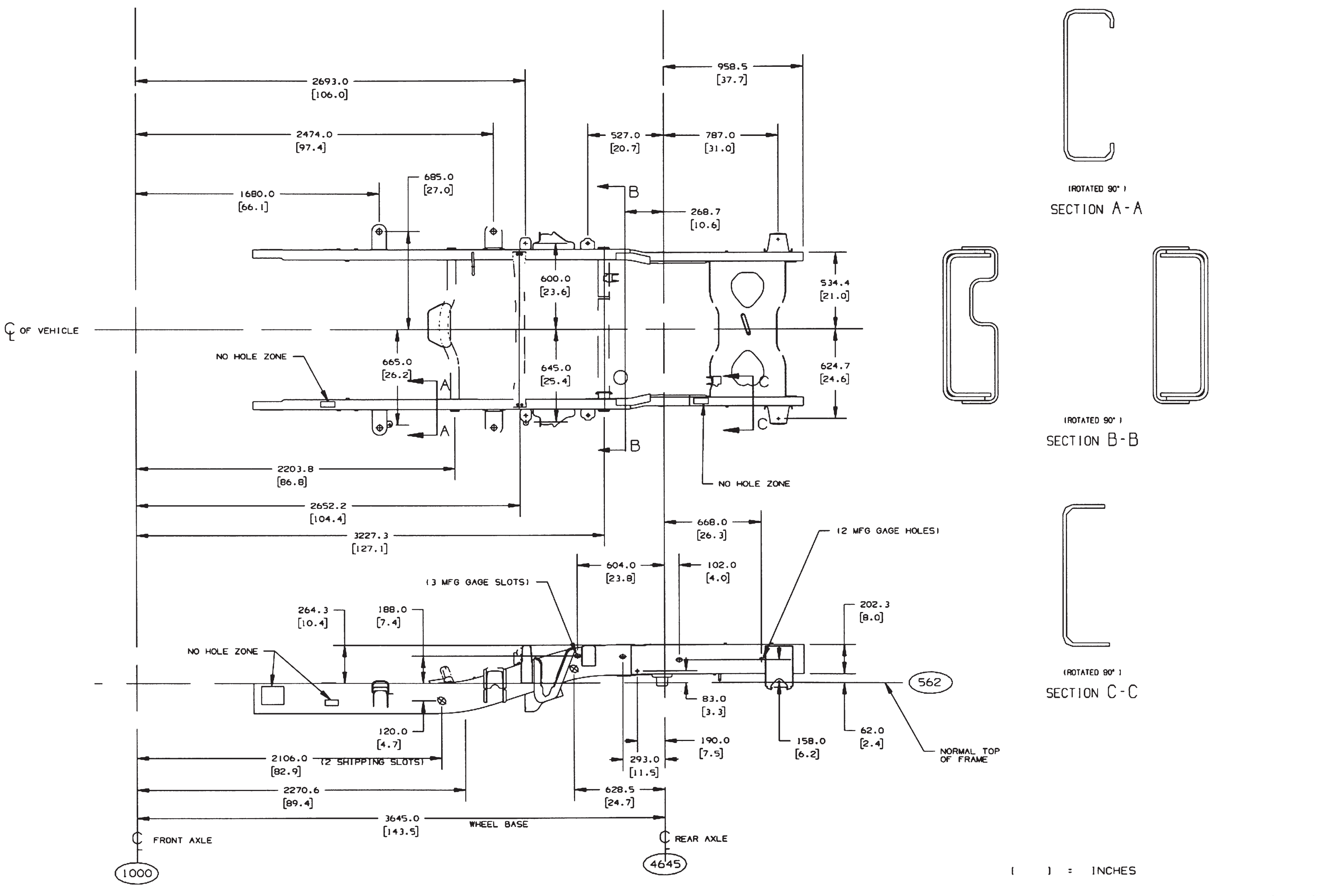
## C/K 25753 HD Intermediate and Rear Frame


FRONT
NO HOLE ZONE
NO HOLE ZONE
FRONT

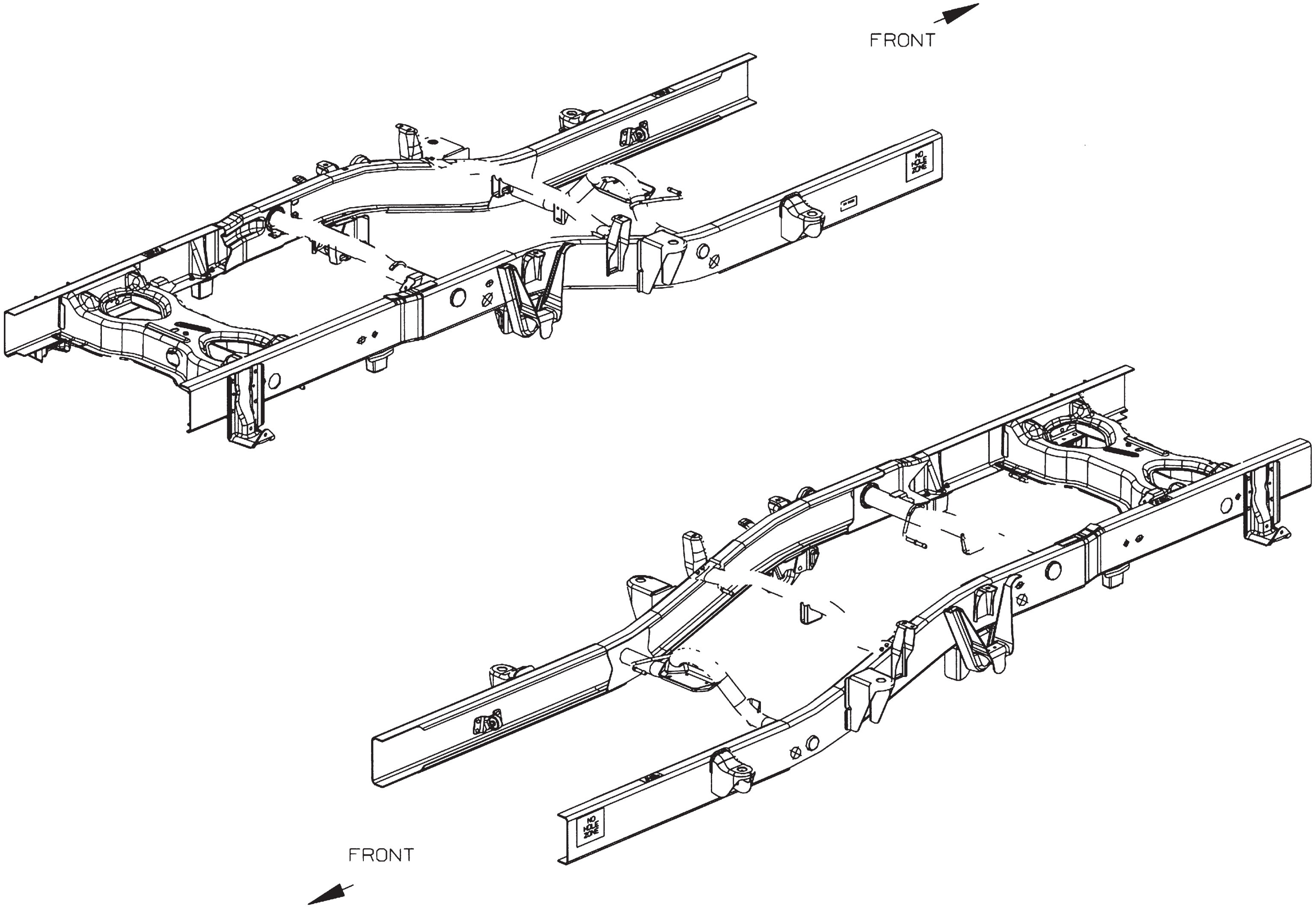
C/K25753HD
WHEELBASE
3645.0(143.5)

15753459

## C/K 25753 HD Intermediate and Rear Frame W/Dim


2693.0
[106.0]
2474.0
[97.4]
1680.0
[66.1]
685.0
[27.0]
958.5
[37.7]
527.0
[20.7]
787.0
[31.0]
B
268.7
[10.6]
600.0
[23.6]
534.4
[21.0]
℄ OF VEHICLE
NO HOLE ZONE
665.0
[26.2]
A
645.0
[25.4]
624.7
[24.6]
C
A
C
B
2203.8
[86.8]
NO HOLE ZONE
2652.2
[104.4]
3227.3
[127.1]
668.0
[26.3]
(2 MFG GAGE HOLES)
604.0
[23.8]
102.0
[4.0]
(3 MFG GAGE SLOTS)
264.3
[10.4]
188.0
[7.4]
202.3
[8.0]
NO HOLE ZONE
562
83.0
[3.3]
120.0
[4.7]
190.0
[7.5]
158.0
[6.2]
62.0
[2.4]
2106.0
[82.9]
(2 SHIPPING SLOTS)
293.0
[11.5]
NORMAL TOP OF FRAME
2270.6
[89.4]
628.5
[24.7]
3645.0
[143.5]
WHEEL BASE
℄ FRONT AXLE
1000
℄ REAR AXLE
4645
(ROTATED 90°)
SECTION A-A
(ROTATED 90°)
SECTION B-B
(ROTATED 90°)
SECTION C-C
[ ] = INCHES
15753459

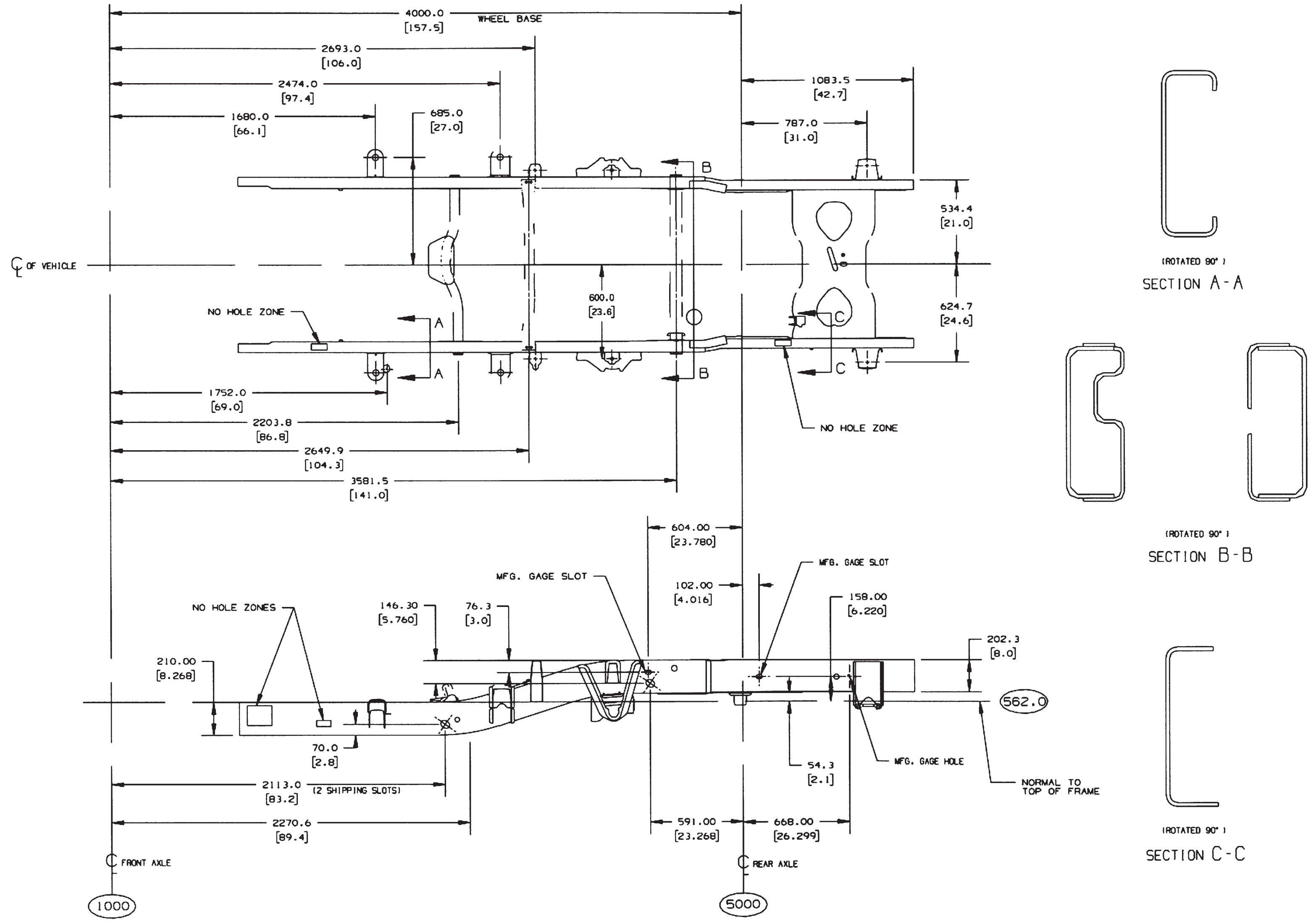
## C/K (25HD/35)953 Intermediate and Rear Frame


FRONT
NO HOLE ZONE
NO HOLE ZONE
FRONT

C/K 35953&25HD
WHEEL BASE
4000.0(157.0)

**15753462**

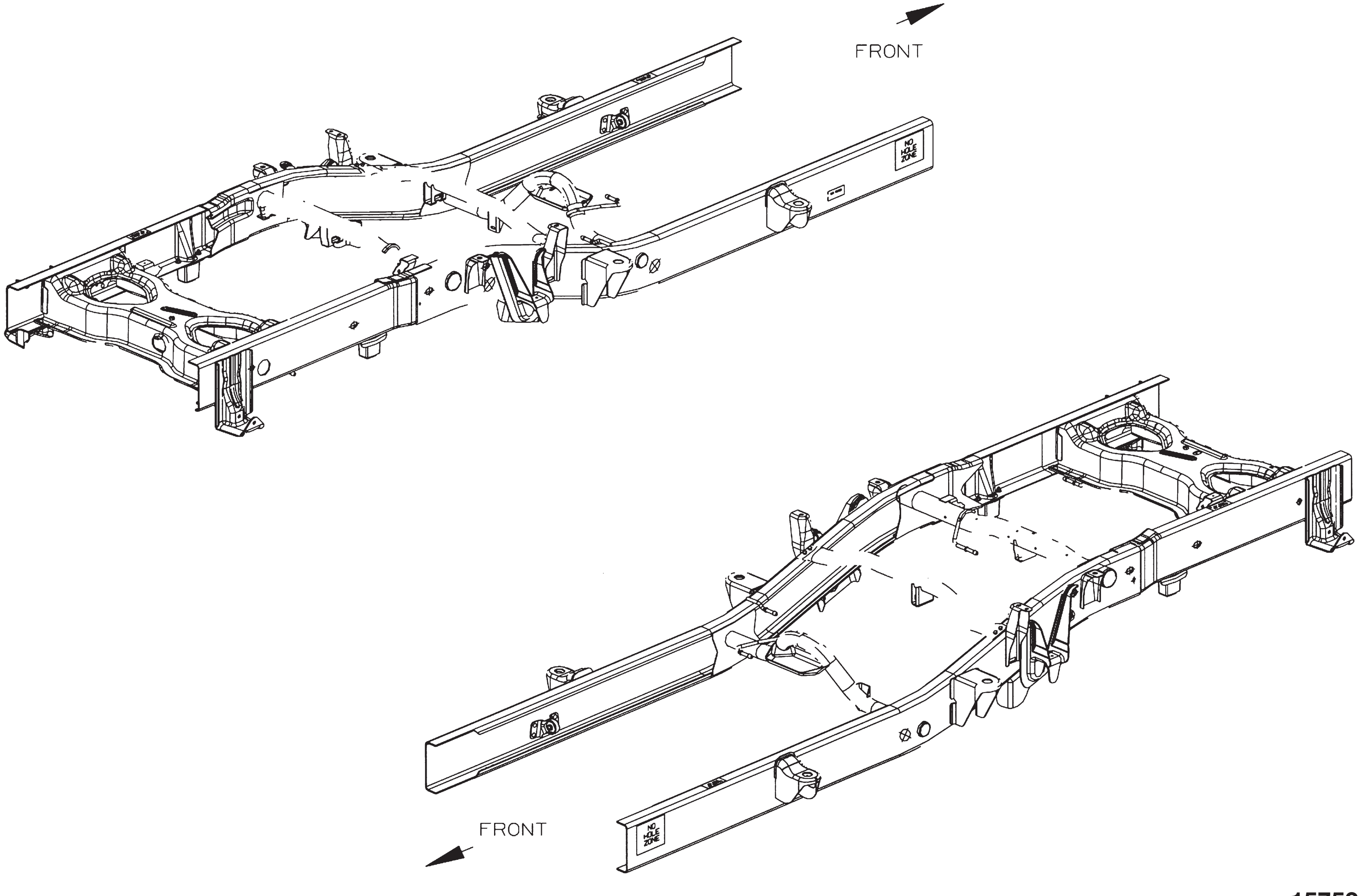
## C/K (25HD/35)953 Intermediate and Rear Frame W/Dim


4000.0 [157.5] WHEEL BASE
2693.0 [106.0]
2474.0 [97.4]
1680.0 [66.1]
685.0 [27.0]
1083.5 [42.7]
787.0 [31.0]
B
534.4 [21.0]
℄ OF VEHICLE
600.0 [23.6]
624.7 [24.6]
NO HOLE ZONE
A
C
1752.0 [69.0]
2203.8 [86.8]
2649.9 [104.3]
3581.5 [141.0]
NO HOLE ZONE
(ROTATED 90°)
SECTION A-A
(ROTATED 90°)
SECTION B-B
604.00 [23.780]
MFG. GAGE SLOT
MFG. GAGE SLOT
102.00 [4.016]
158.00 [6.220]
NO HOLE ZONES
146.30 [5.760]
76.3 [3.0]
202.3 [8.0]
210.00 [8.268]
562.0
70.0 [2.8]
54.3 [2.1]
MFG. GAGE HOLE
NORMAL TO TOP OF FRAME
2113.0 (2 SHIPPING SLOTS) [83.2]
2270.6 [89.4]
591.00 [23.268]
668.00 [26.299]
(ROTATED 90°)
SECTION C-C
℄ FRONT AXLE
1000
℄ REAR AXLE
5000

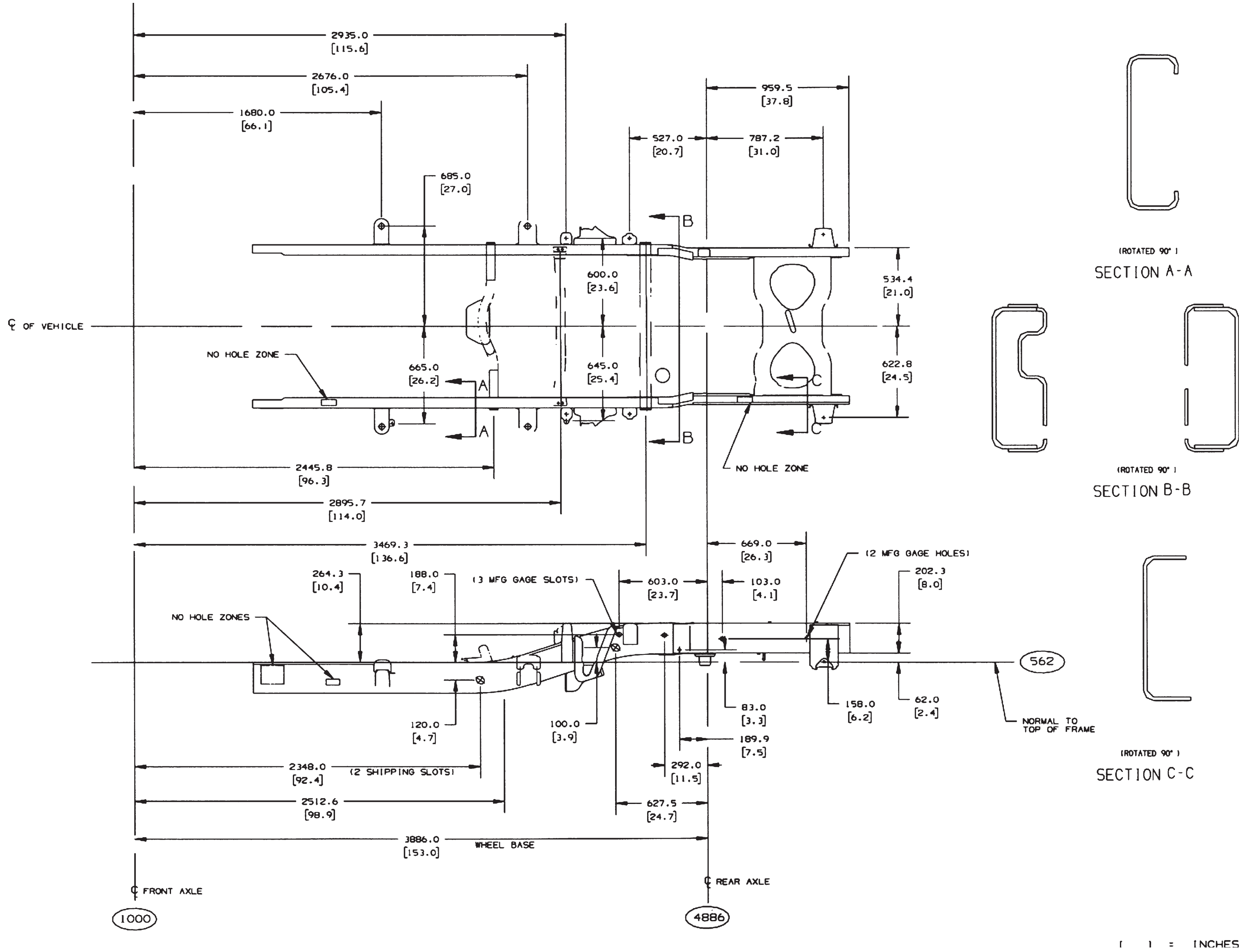
[ ] = INCHES

15753462

## C/K 25743 HD Intermediate and Rear Frame

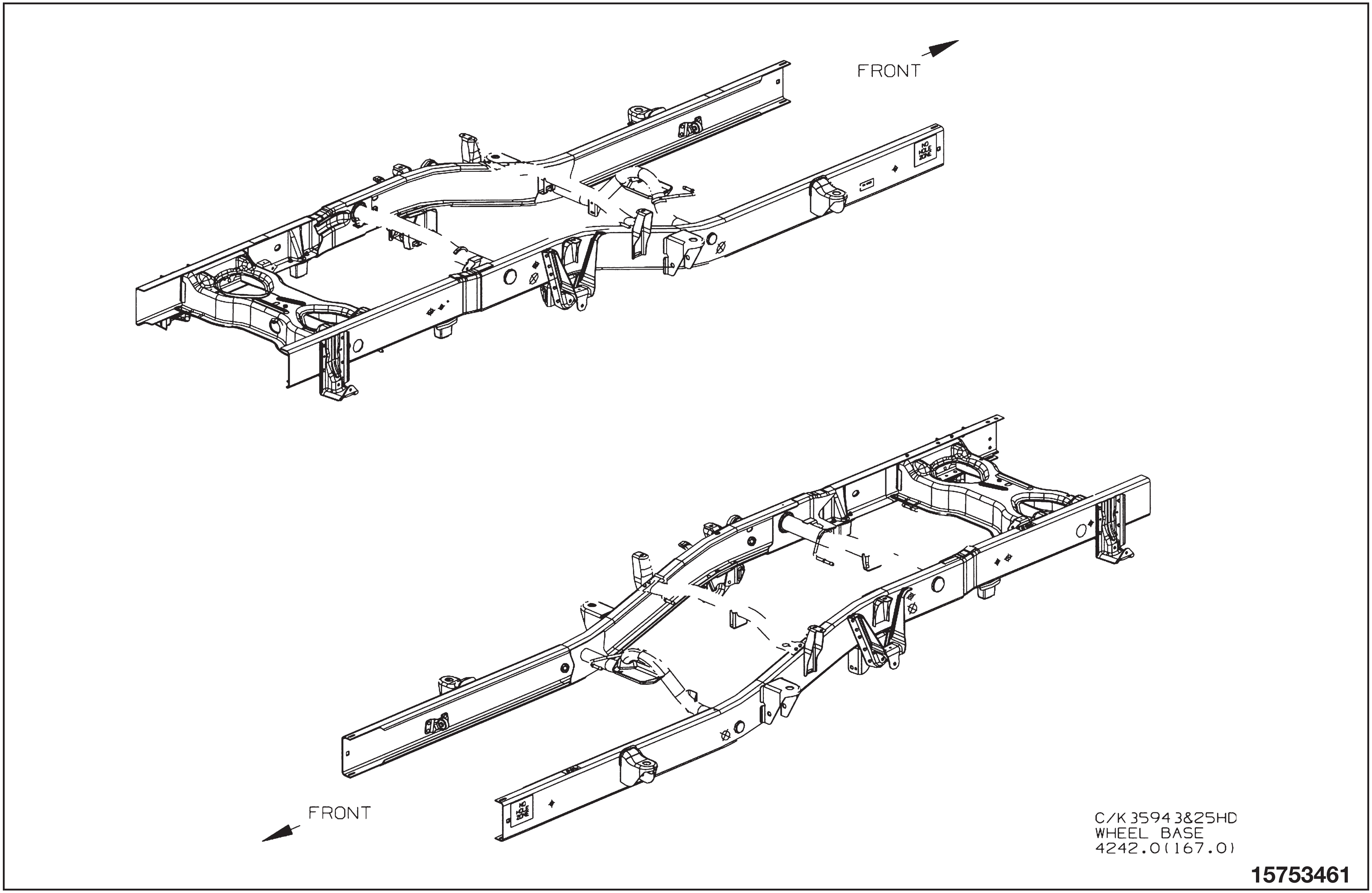

FRONT
NO HOLE ZONE
FRONT
NO HOLE ZONE
15753458

## C/K 25743 HD Intermediate and Rear Frame W/Dim

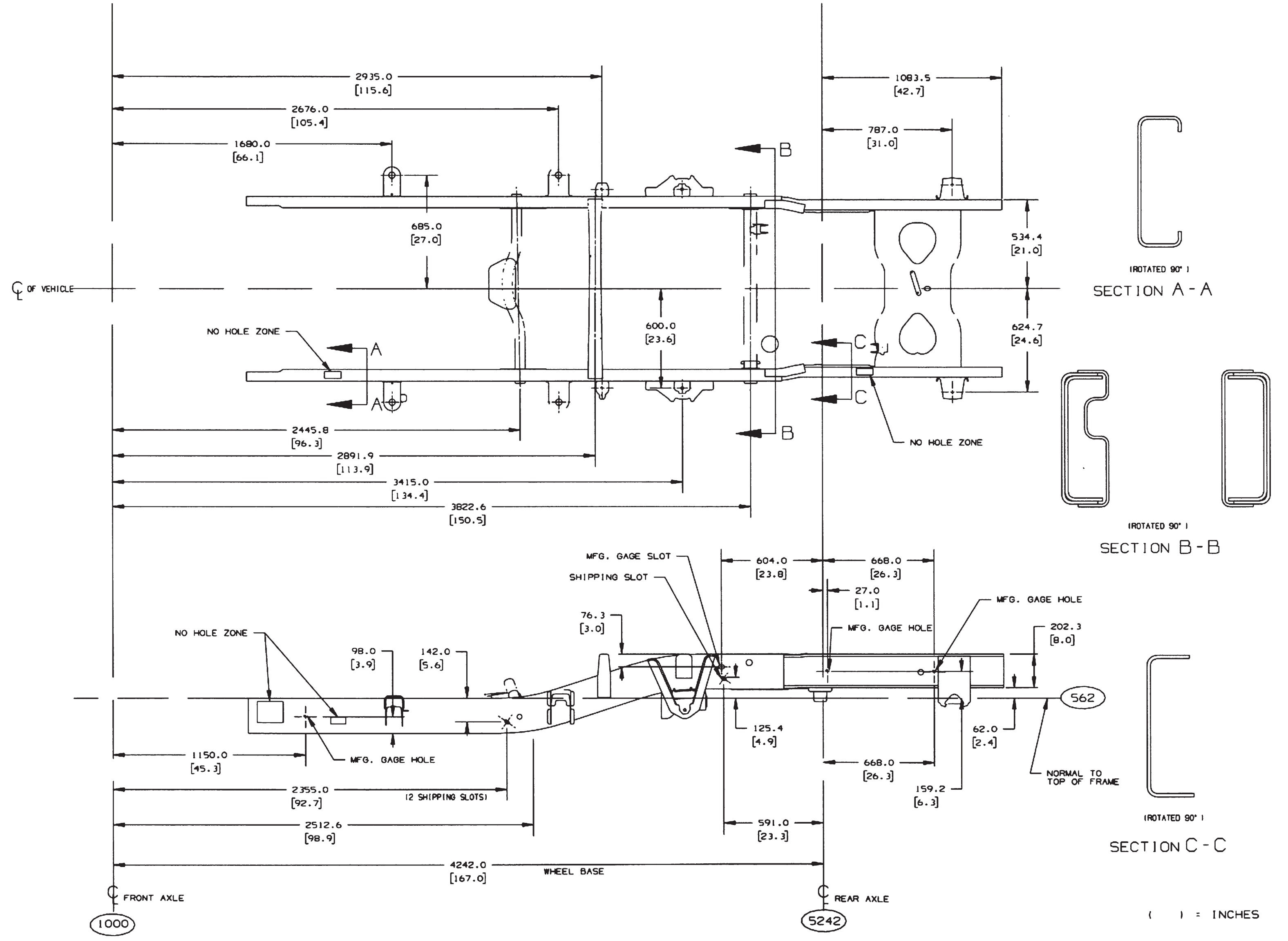

2935.0
[115.6]
2676.0
[105.4]
1680.0
[66.1]
959.5
[37.8]
527.0
[20.7]
787.2
[31.0]
685.0
[27.0]
B
600.0
[23.6]
534.4
[21.0]
℄ OF VEHICLE
NO HOLE ZONE
665.0
[26.2]
645.0
[25.4]
622.8
[24.5]
A
C
NO HOLE ZONE
2445.8
[96.3]
2895.7
[114.0]
3469.3
[136.6]
669.0
[26.3]
(2 MFG GAGE HOLES)
264.3
[10.4]
188.0
[7.4]
(3 MFG GAGE SLOTS)
603.0
[23.7]
103.0
[4.1]
202.3
[8.0]
NO HOLE ZONES
562
120.0
[4.7]
100.0
[3.9]
83.0
[3.3]
158.0
[6.2]
62.0
[2.4]
NORMAL TO TOP OF FRAME
189.9
[7.5]
292.0
[11.5]
2348.0
[92.4]
(2 SHIPPING SLOTS)
2512.6
[98.9]
627.5
[24.7]
3886.0
[153.0]
WHEEL BASE
℄ FRONT AXLE
1000
℄ REAR AXLE
4886
(ROTATED 90°)
SECTION A-A
(ROTATED 90°)
SECTION B-B
(ROTATED 90°)
SECTION C-C
[ ] = INCHES

15753458

## C/K (25HD/35)943 Intermediate and Rear Frame

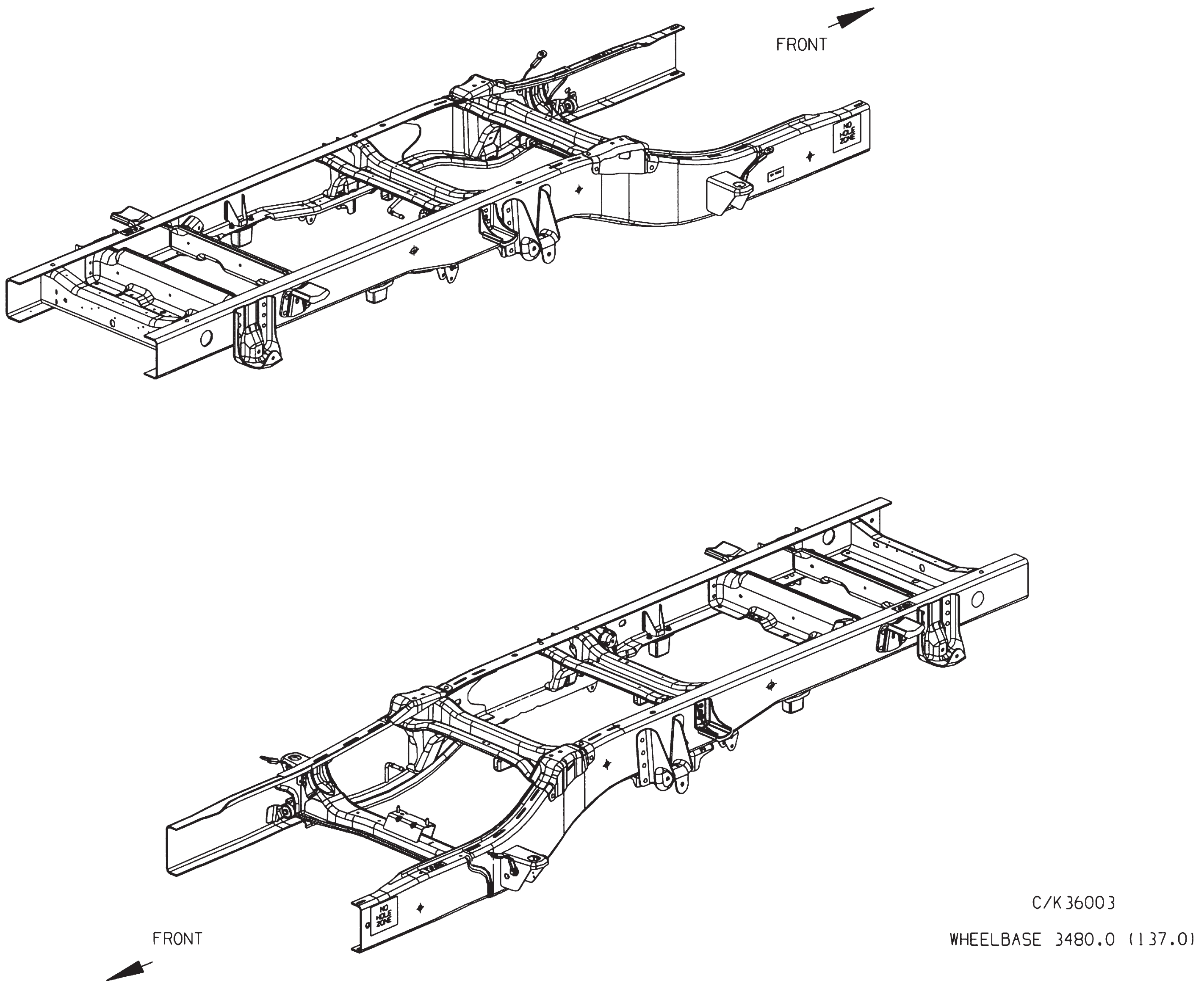

FRONT
NO HOLE ZONE
NO HOLE ZONE
FRONT
C/K 35943&25HD
WHEEL BASE
4242.0(167.0)
15753461

## C/K (25HD/35)943 Intermediate and Rear Frame W/Dim


2935.0 [115.6]
2676.0 [105.4]
1680.0 [66.1]
1083.5 [42.7]
787.0 [31.0]
685.0 [27.0]
600.0 [23.6]
534.4 [21.0]
624.7 [24.6]
℄ OF VEHICLE
NO HOLE ZONE
A
B
C
2445.8 [96.3]
2891.9 [113.9]
3415.0 [134.4]
3822.6 [150.5]
(ROTATED 90°)
SECTION A - A
SECTION B - B
SECTION C - C
MFG. GAGE SLOT
SHIPPING SLOT
604.0 [23.8]
668.0 [26.3]
27.0 [1.1]
MFG. GAGE HOLE
202.3 [8.0]
76.3 [3.0]
98.0 [3.9]
142.0 [5.6]
125.4 [4.9]
62.0 [2.4]
562
NORMAL TO TOP OF FRAME
159.2 [6.3]
1150.0 [45.3]
2355.0 [92.7]
(2 SHIPPING SLOTS)
2512.6 [98.9]
591.0 [23.3]
4242.0 [167.0]
WHEEL BASE
℄ FRONT AXLE
1000
℄ REAR AXLE
5242
( ) = INCHES

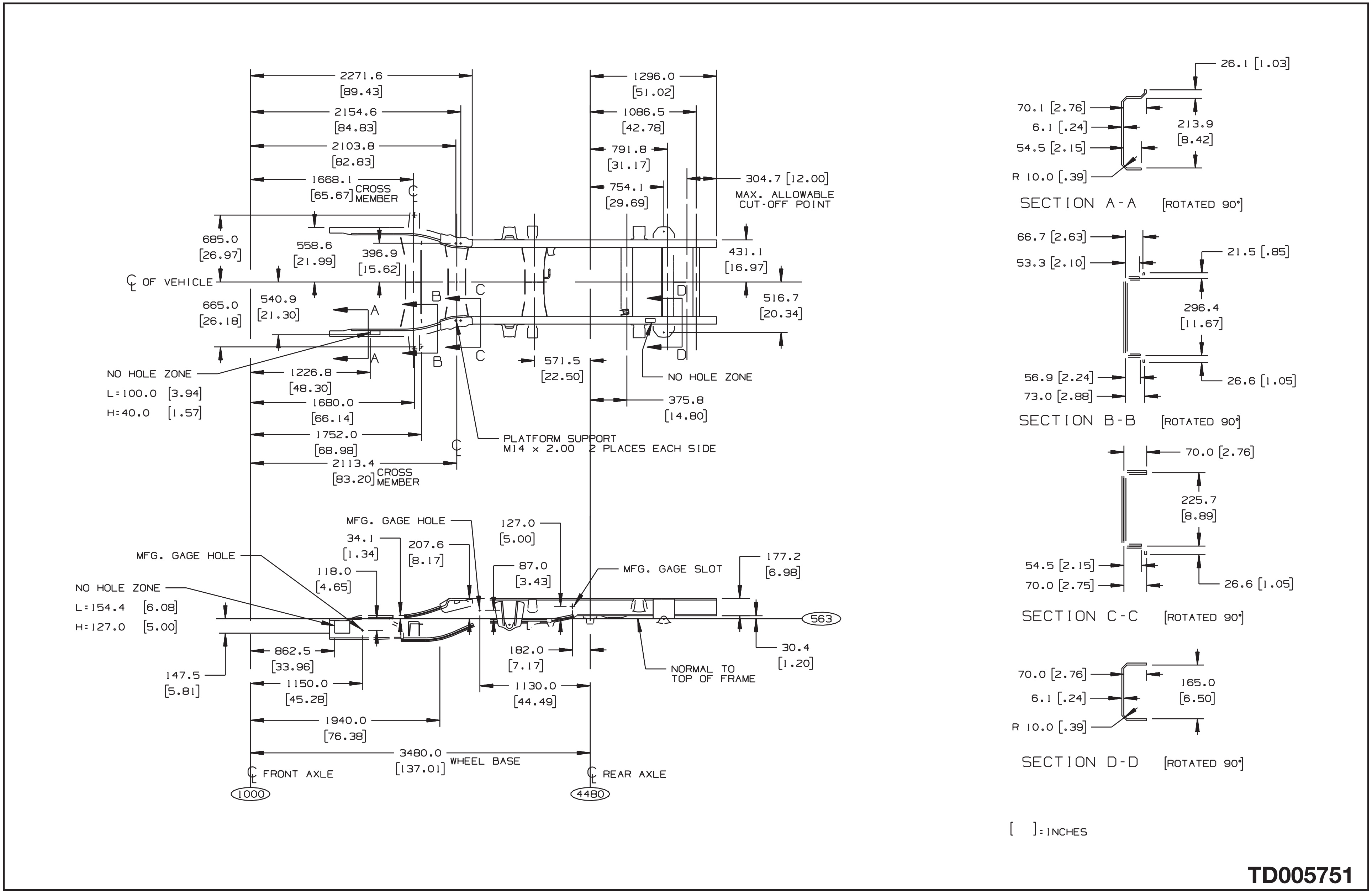
15753461

## C/K 36003 Intermediate and Rear Frame

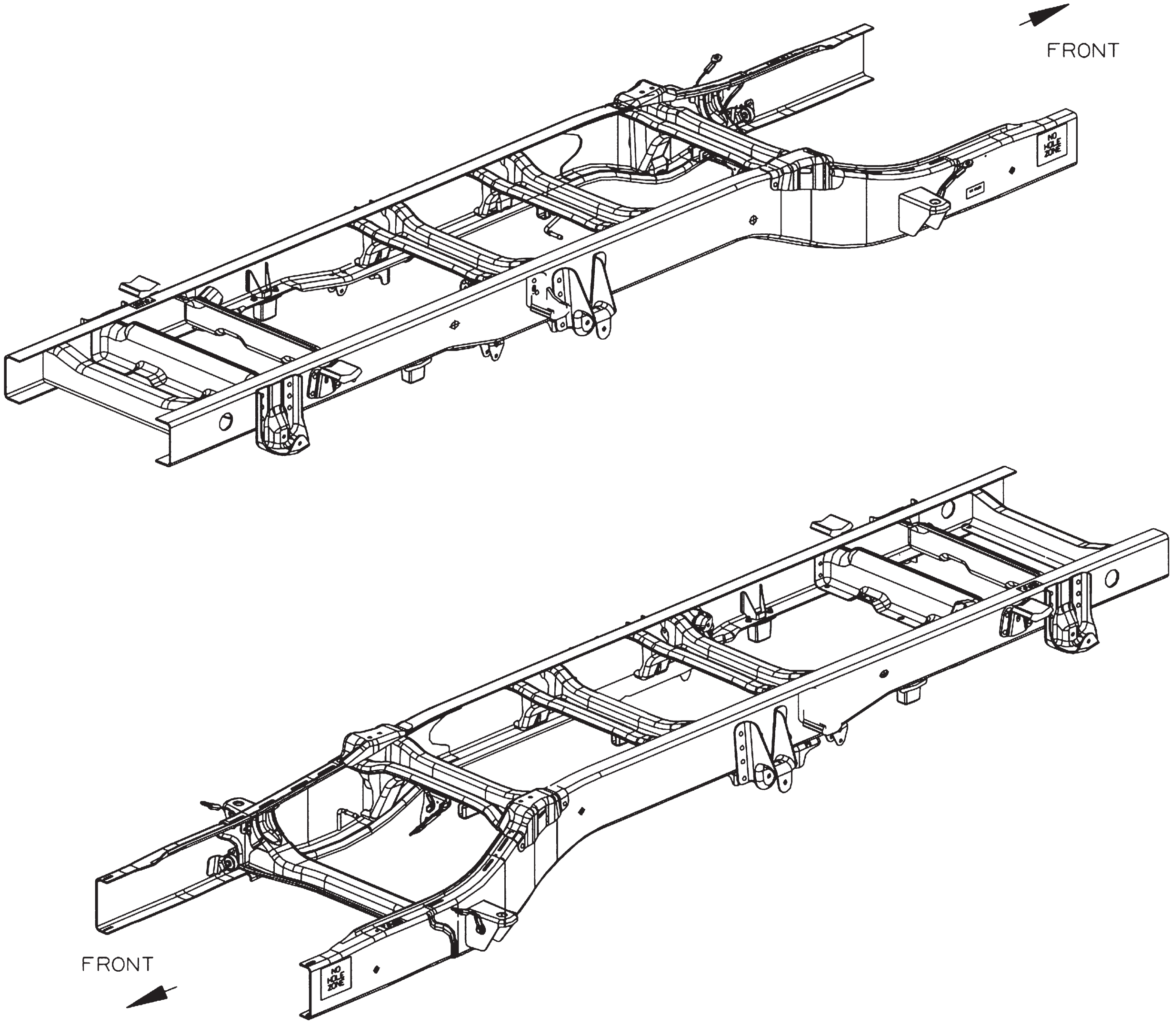

FRONT
NO HOLE ZONE
NO HOLE ZONE
FRONT
C/K 36003
WHEELBASE 3480.0 (137.0)

**15753471**

## C/K 36003 Intermediate and Rear Frame W/Dim


2271.6 [89.43]
2154.6 [84.83]
2103.8 [82.83]
1668.1 [65.67] CROSS MEMBER
1296.0 [51.02]
1086.5 [42.78]
791.8 [31.17]
754.1 [29.69]
304.7 [12.00] MAX. ALLOWABLE CUT-OFF POINT
685.0 [26.97]
558.6 [21.99]
396.9 [15.62]
431.1 [16.97]
℄ OF VEHICLE
665.0 [26.18]
540.9 [21.30]
516.7 [20.34]
A
B
C
D
NO HOLE ZONE
L=100.0 [3.94]
H:40.0 [1.57]
1226.8 [48.30]
571.5 [22.50]
NO HOLE ZONE
1680.0 [66.14]
375.8 [14.80]
1752.0 [68.98]
PLATFORM SUPPORT M14 x 2.00 2 PLACES EACH SIDE
2113.4 [83.20] CROSS MEMBER
MFG. GAGE HOLE
127.0 [5.00]
34.1 [1.34]
207.6 [8.17]
MFG. GAGE HOLE
118.0 [4.65]
87.0 [3.43]
MFG. GAGE SLOT
177.2 [6.98]
NO HOLE ZONE
L:154.4 [6.08]
H:127.0 [5.00]
563
862.5 [33.96]
182.0 [7.17]
30.4 [1.20]
147.5 [5.81]
1150.0 [45.28]
1130.0 [44.49]
NORMAL TO TOP OF FRAME
1940.0 [76.38]
3480.0 [137.01] WHEEL BASE
℄ FRONT AXLE
℄ REAR AXLE
1000
4480
26.1 [1.03]
70.1 [2.76]
6.1 [.24]
54.5 [2.15]
213.9 [8.42]
R 10.0 [.39]
SECTION A-A [ROTATED 90°]
66.7 [2.63]
53.3 [2.10]
21.5 [.85]
296.4 [11.67]
56.9 [2.24]
73.0 [2.88]
26.6 [1.05]
SECTION B-B [ROTATED 90°]
70.0 [2.76]
225.7 [8.89]
54.5 [2.15]
70.0 [2.75]
26.6 [1.05]
SECTION C-C [ROTATED 90°]
70.0 [2.76]
6.1 [.24]
165.0 [6.50]
R 10.0 [.39]
SECTION D-D [ROTATED 90°]
[ ]=INCHES
TD005751

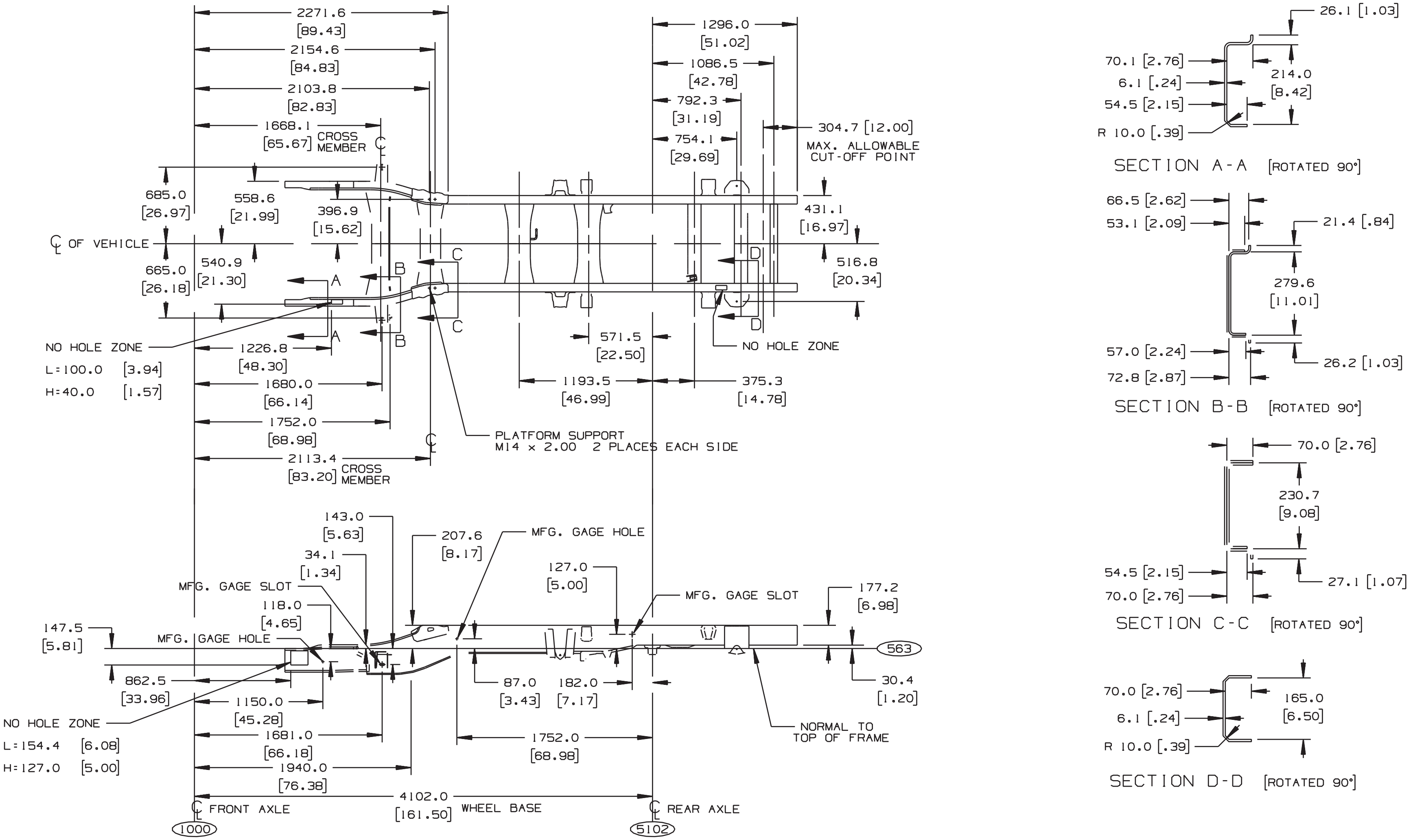
## C/K 36403 Intermediate and Rear Frame


FRONT
NO HOLE ZONE
FRONT
NO HOLE ZONE

C/K 36403
WHEEL BASE
4102.0(161.5)

**15754173**

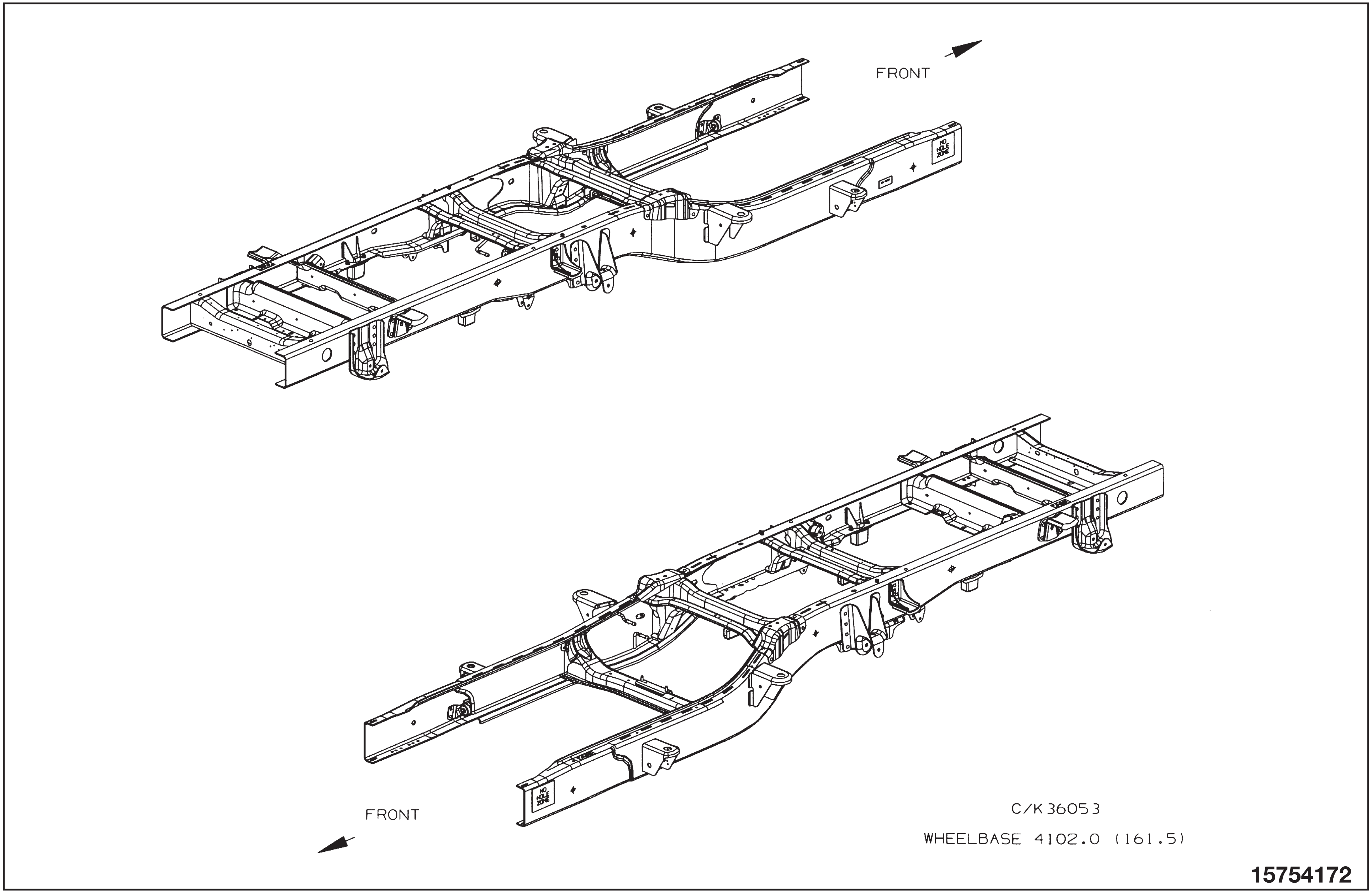
## C/K 36403 Intermediate and Rear Frame W/Dim


2271.6 [89.43]
2154.6 [84.83]
2103.8 [82.83]
1668.1 [65.67] CROSS MEMBER
1296.0 [51.02]
1086.5 [42.78]
792.3 [31.19]
754.1 [29.69]
304.7 [12.00]
MAX. ALLOWABLE CUT-OFF POINT
685.0 [26.97]
558.6 [21.99]
396.9 [15.62]
431.1 [16.97]
℄ OF VEHICLE
665.0 [26.18]
540.9 [21.30]
516.8 [20.34]
A
B
C
D
NO HOLE ZONE
L=100.0 [3.94]
H=40.0 [1.57]
1226.8 [48.30]
571.5 [22.50]
NO HOLE ZONE
1680.0 [66.14]
1193.5 [46.99]
375.3 [14.78]
1752.0 [68.98]
PLATFORM SUPPORT M14 x 2.00 2 PLACES EACH SIDE
2113.4 [83.20] CROSS MEMBER
143.0 [5.63]
207.6 [8.17]
MFG. GAGE HOLE
34.1 [1.34]
127.0 [5.00]
MFG. GAGE SLOT
MFG. GAGE SLOT
177.2 [6.98]
118.0 [4.65]
147.5 [5.81]
MFG. GAGE HOLE
563
862.5 [33.96]
87.0 [3.43]
182.0 [7.17]
30.4 [1.20]
1150.0 [45.28]
NO HOLE ZONE
L=154.4 [6.08]
H=127.0 [5.00]
1681.0 [66.18]
1752.0 [68.98]
NORMAL TO TOP OF FRAME
1940.0 [76.38]
4102.0 [161.50] WHEEL BASE
℄ FRONT AXLE
1000
℄ REAR AXLE
5102
26.1 [1.03]
70.1 [2.76]
6.1 [.24]
54.5 [2.15]
R 10.0 [.39]
214.0 [8.42]
SECTION A-A [ROTATED 90°]
66.5 [2.62]
53.1 [2.09]
21.4 [.84]
279.6 [11.01]
57.0 [2.24]
72.8 [2.87]
26.2 [1.03]
SECTION B-B [ROTATED 90°]
70.0 [2.76]
230.7 [9.08]
54.5 [2.15]
70.0 [2.76]
27.1 [1.07]
SECTION C-C [ROTATED 90°]
70.0 [2.76]
6.1 [.24]
R 10.0 [.39]
165.0 [6.50]
SECTION D-D [ROTATED 90°]

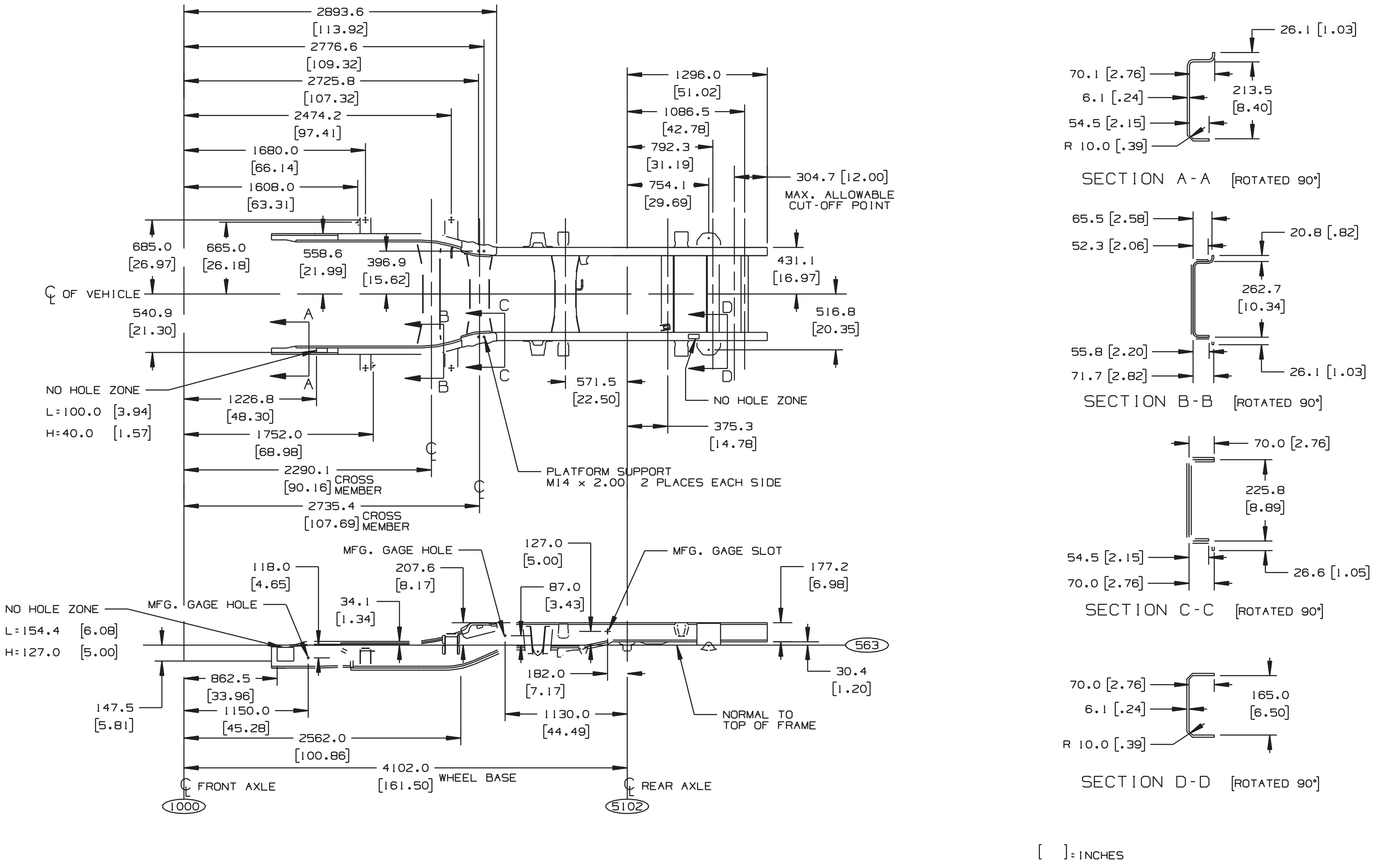
[ ]= INCHES

**TD005754**

## C/K 36053 Intermediate and Rear Frame

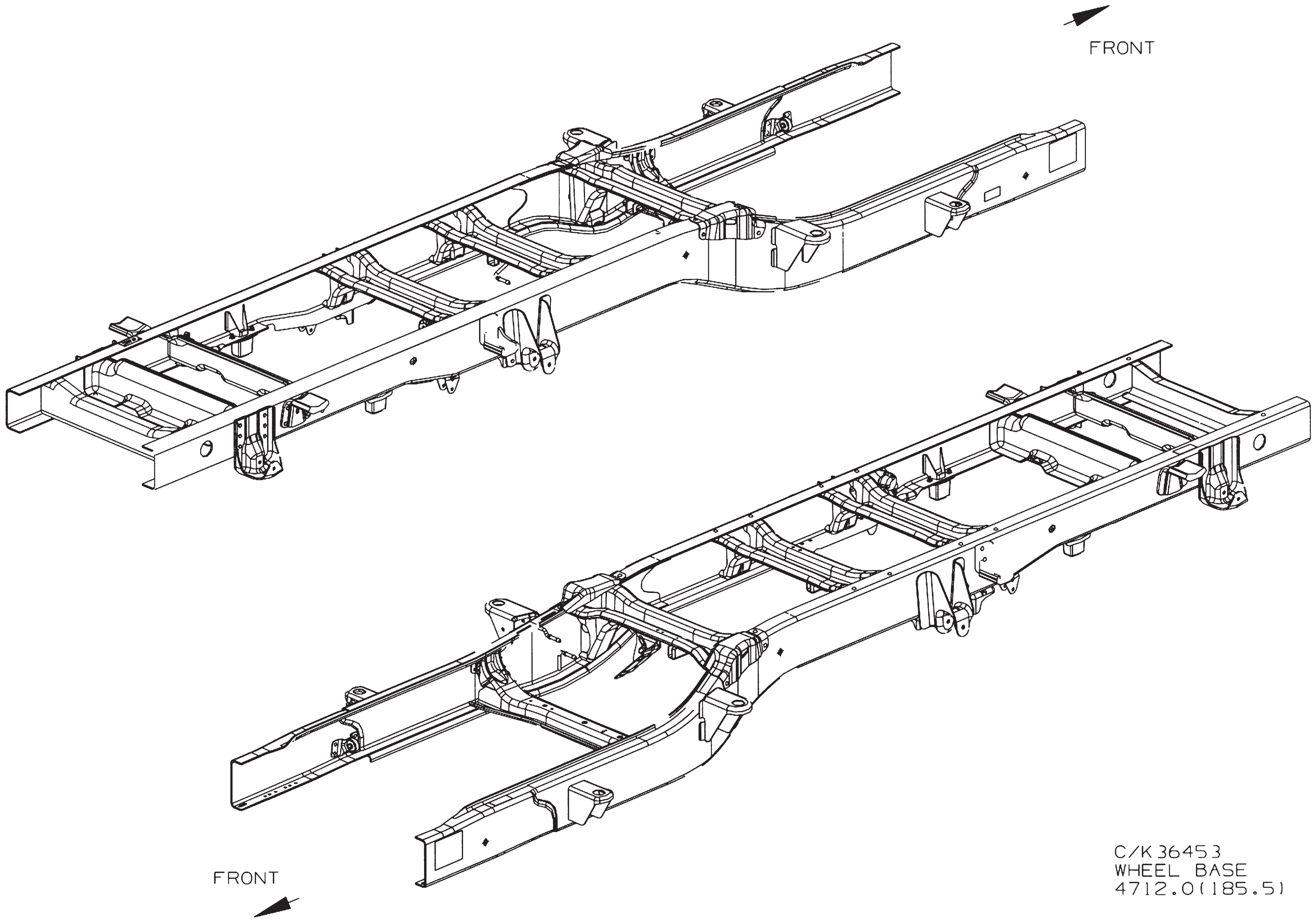

FRONT
NO HOLE ZONE
NO HOLE ZONE
FRONT
C/K 36053
WHEELBASE 4102.0 (161.5)
15754172

## C/K 36053 Intermediate and Rear Frame W/Dim


2893.6 [113.92]
2776.6 [109.32]
2725.8 [107.32]
2474.2 [97.41]
1680.0 [66.14]
1608.0 [63.31]
1296.0 [51.02]
1086.5 [42.78]
792.3 [31.19]
754.1 [29.69]
304.7 [12.00] MAX. ALLOWABLE CUT-OFF POINT
685.0 [26.97]
665.0 [26.18]
558.6 [21.99]
396.9 [15.62]
431.1 [16.97]
516.8 [20.35]
℄ OF VEHICLE
540.9 [21.30]
A
B
C
D
NO HOLE ZONE
L=100.0 [3.94]
H=40.0 [1.57]
1226.8 [48.30]
1752.0 [68.98]
571.5 [22.50]
NO HOLE ZONE
375.3 [14.78]
2290.1 [90.16] ℄ CROSS MEMBER
2735.4 [107.69] ℄ CROSS MEMBER
PLATFORM SUPPORT M14 x 2.00 2 PLACES EACH SIDE
MFG. GAGE HOLE
127.0 [5.00]
MFG. GAGE SLOT
118.0 [4.65]
207.6 [8.17]
87.0 [3.43]
177.2 [6.98]
NO HOLE ZONE
L=154.4 [6.08]
H=127.0 [5.00]
MFG. GAGE HOLE
34.1 [1.34]
563
862.5 [33.96]
182.0 [7.17]
30.4 [1.20]
147.5 [5.81]
1150.0 [45.28]
1130.0 [44.49]
NORMAL TO TOP OF FRAME
2562.0 [100.86]
4102.0 [161.50] WHEEL BASE
℄ FRONT AXLE
1000
℄ REAR AXLE
5102
26.1 [1.03]
70.1 [2.76]
6.1 [.24]
213.5 [8.40]
54.5 [2.15]
R 10.0 [.39]
SECTION A-A [ROTATED 90°]
65.5 [2.58]
52.3 [2.06]
20.8 [.82]
262.7 [10.34]
55.8 [2.20]
71.7 [2.82]
26.1 [1.03]
SECTION B-B [ROTATED 90°]
70.0 [2.76]
225.8 [8.89]
54.5 [2.15]
70.0 [2.76]
26.6 [1.05]
SECTION C-C [ROTATED 90°]
70.0 [2.76]
6.1 [.24]
165.0 [6.50]
R 10.0 [.39]
SECTION D-D [ROTATED 90°]
[ ]= INCHES

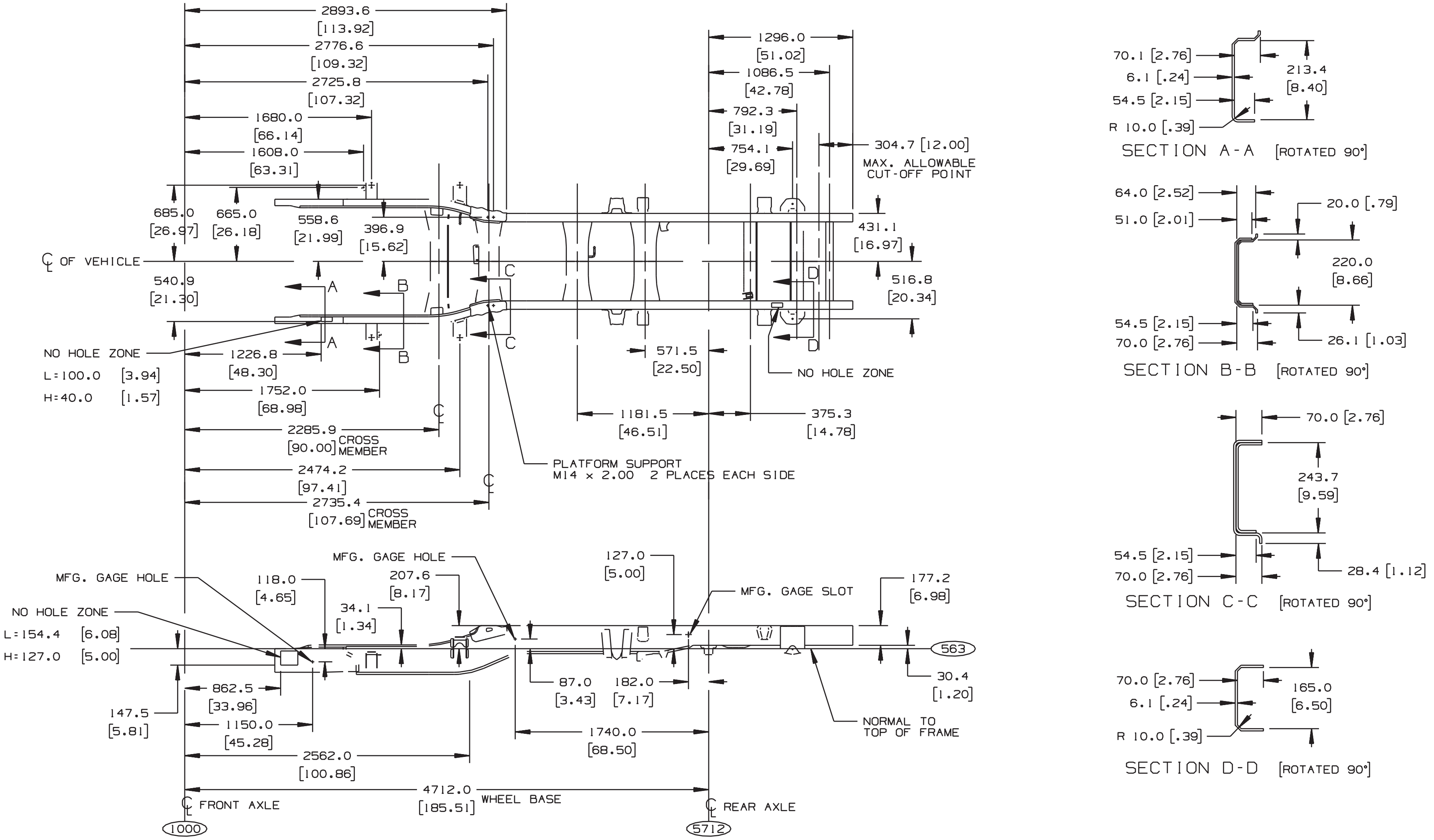
**TD005752**

## C/K 36453 Intermediate and Rear Frame


FRONT
FRONT
C/K 36453
WHEEL BASE
4712.0(185.5)

15754174

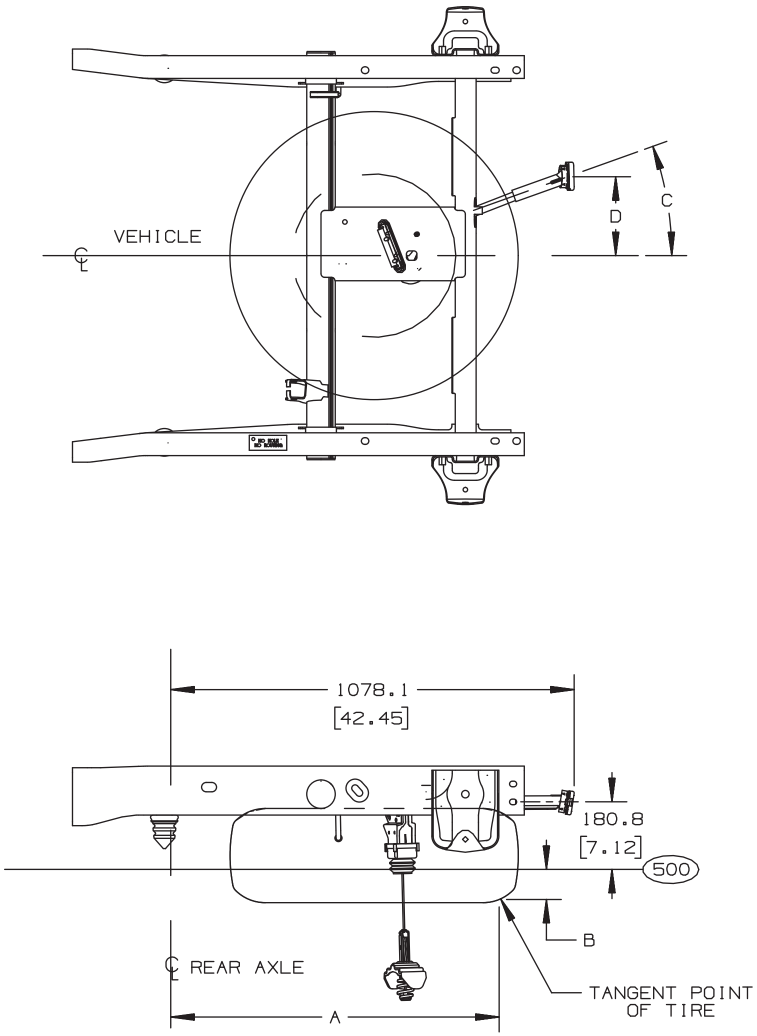
## C/K 36453 Intermediate and Rear Frame W/Dim


2893.6 [113.92]
2776.6 [109.32]
2725.8 [107.32]
1680.0 [66.14]
1608.0 [63.31]
1296.0 [51.02]
1086.5 [42.78]
792.3 [31.19]
754.1 [29.69]
304.7 [12.00] MAX. ALLOWABLE CUT-OFF POINT
685.0 [26.97]
665.0 [26.18]
558.6 [21.99]
396.9 [15.62]
431.1 [16.97]
516.8 [20.34]
℄ OF VEHICLE
540.9 [21.30]
A
B
C
D
NO HOLE ZONE
L=100.0 [3.94]
H=40.0 [1.57]
1226.8 [48.30]
1752.0 [68.98]
571.5 [22.50]
NO HOLE ZONE
2285.9 [90.00] CROSS MEMBER
1181.5 [46.51]
375.3 [14.78]
2474.2 [97.41]
PLATFORM SUPPORT M14 x 2.00 2 PLACES EACH SIDE
2735.4 [107.69] CROSS MEMBER
MFG. GAGE HOLE
MFG. GAGE HOLE
127.0 [5.00]
MFG. GAGE SLOT
177.2 [6.98]
118.0 [4.65]
207.6 [8.17]
34.1 [1.34]
NO HOLE ZONE
L=154.4 [6.08]
H=127.0 [5.00]
563
30.4 [1.20]
87.0 [3.43]
182.0 [7.17]
862.5 [33.96]
147.5 [5.81]
1150.0 [45.28]
1740.0 [68.50]
NORMAL TO TOP OF FRAME
2562.0 [100.86]
4712.0 [185.51] WHEEL BASE
℄ FRONT AXLE
1000
℄ REAR AXLE
5712
70.1 [2.76]
6.1 [.24]
54.5 [2.15]
R 10.0 [.39]
213.4 [8.40]
SECTION A-A [ROTATED 90°]
64.0 [2.52]
51.0 [2.01]
20.0 [.79]
220.0 [8.66]
54.5 [2.15]
70.0 [2.76]
26.1 [1.03]
SECTION B-B [ROTATED 90°]
70.0 [2.76]
243.7 [9.59]
54.5 [2.15]
70.0 [2.76]
28.4 [1.12]
SECTION C-C [ROTATED 90°]
70.0 [2.76]
6.1 [.24]
R 10.0 [.39]
165.0 [6.50]
SECTION D-D [ROTATED 90°]

[ ]= INCHES

**TD005755**

## C/K (15/25) Spare Tire Carrier Pickup



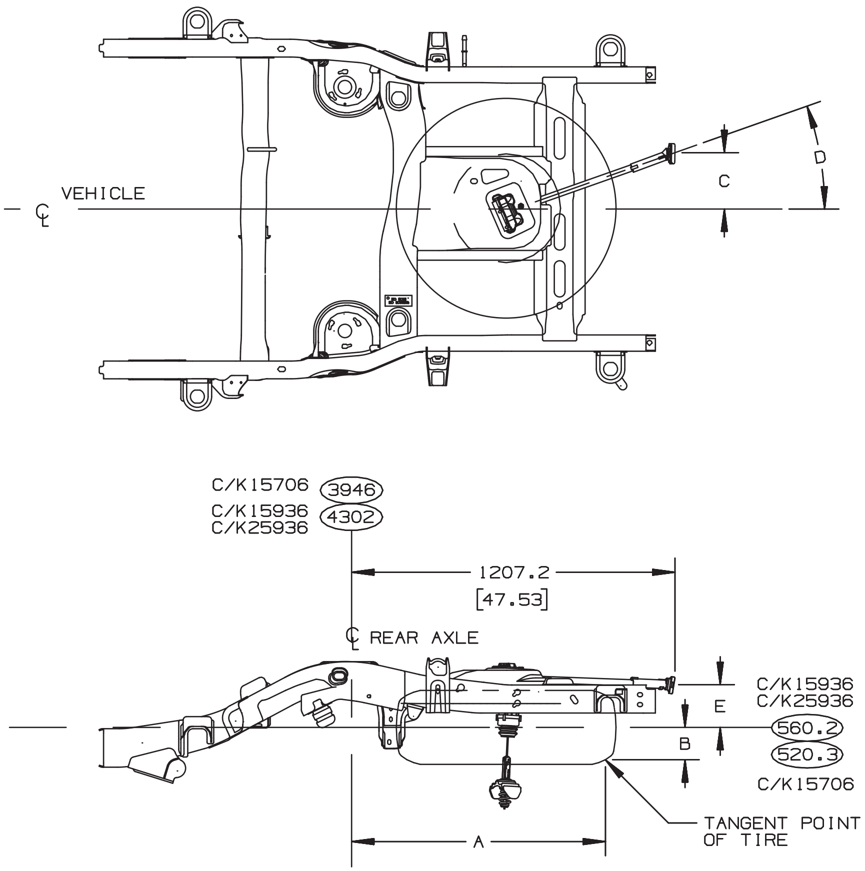
C/K (15/25) SPARE TIRE PICKUP

| MODEL | TIRE | A | B | C | D |
|---|---|---|---|---|---|
| C15703 | P235/75R16 | 877.7<br>[34.56] | 80.5<br>[3.17] | 19.4° | 210.9<br>[8.30] |
| | P255/70R16-109H | 918.5<br>[36.16] | 100.5<br>[3.96] | 19.4° | 210.9<br>[8.30] |
| C15753 | P235/75R16 | 877.7<br>[34.56] | 80.5<br>[3.17] | 18.8° | 213.2<br>[8.39] |
| | P255/70R16-109H | 918.5<br>[36.16] | 100.5<br>[3.96] | 18.8° | 213.2<br>[8.39] |
| C/K15743 | LT245/75R16 | 923.7<br>[36.37] | 89.2<br>[3.51] | 18.8° | 213.2<br>[8.39] |
| C25743 | LT245/75R16 | 923.7<br>[36.37] | 89.2<br>[3.51] | 18.8° | 213.2<br>[8.39] |
| C25753 | LT225/75R16 | 895.2<br>[35.24] | 58.6<br>[2.31] | 18.8° | 213.2<br>[8.39] |
| | LT245/75R16 | 923.7<br>[36.37] | 89.2<br>[3.51] | 18.8° | 213.2<br>[8.39] |
| K25753 | LT245/75R16 | 923.7<br>[36.37] | 89.2<br>[3.51] | 18.8° | 213.2<br>[8.39] |
| C15903 | P235/75R16 | 877.7<br>[34.56] | 80.5<br>[3.17] | 19.1° | 213.0<br>[8.39] |
| | P255/70R16-109H | 918.5<br>[36.16] | 100.5<br>[3.96] | 19.1° | 213.0<br>[8.39] |
| K15903 | P245/75R16-109S | 921.8<br>[36.29] | 83.1<br>[3.27] | 19.1° | 213.0<br>[8.39] |
| | P265/75R16-114H | 933.9<br>[36.77] | 108.5<br>[4.27] | 19.1° | 213.0<br>[8.39] |
| | LT245/75R16 | 923.7<br>[36.37] | 89.2<br>[3.51] | 19.1° | 213.0<br>[8.39] |
| C15953 | P235/75R16 | 877.7<br>[34.56] | 80.5<br>[3.17] | 17.3° | 212.4<br>[8.36] |
| | P255/70R16-109H | 918.5<br>[36.16] | 100.5<br>[3.96] | 17.3° | 212.4<br>[8.36] |
| K15953 | P245/75R16-109S | 921.8<br>[36.29] | 83.1<br>[3.27] | 17.3° | 212.4<br>[8.36] |
| | P265/75R16-114H | 934.8<br>[36.80] | 97.5<br>[3.84] | 17.3° | 212.4<br>[8.36] |
| | LT245/75R16 | 923.7<br>[36.37] | 89.2<br>[3.51] | 17.3° | 212.4<br>[8.36] |

[ ] = INCHES

**TD006070c**

## C/K (15/25) Spare Tire Carrier Utility



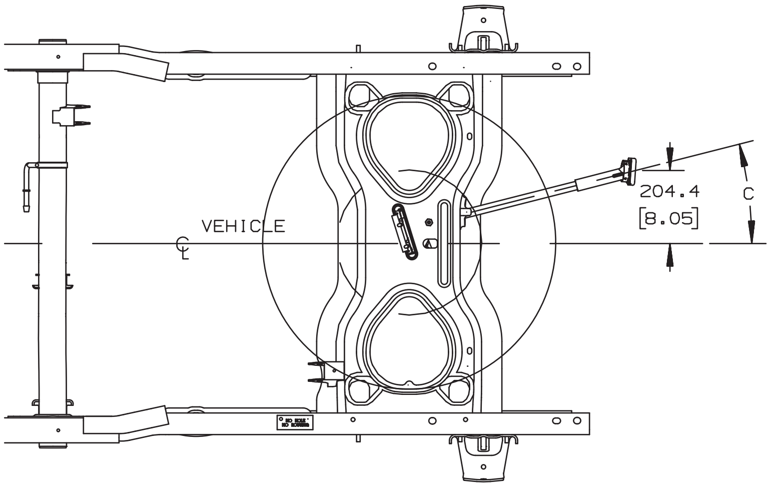
C/K (15/25) SPARE TIRE CARRIER UTILITY

| MODEL | TIRE | A | B | C | D | E |
|---|---|---|---|---|---|---|
| C/K25906 | LT245/75R16/E | 930.7<br>[36.64] | 209.3<br>[8.24] | 209.9<br>[8.26] | 17.1° | 119.5<br>[4.70] |
| | LT245/75R16/E,C | 930.7<br>[36.64] | 209.3<br>[8.24] | 209.9<br>[8.26] | 17.1° | 119.5<br>[4.70] |
| C15706 | P265/70R16 - 111S | 923.6<br>[36.36] | 108.2<br>[4.26] | 209.9<br>[8.26] | 27.9° | 159.7<br>[6.29] |
| | P245/75R16 - 109S | 921.8<br>[36.29] | 94.1<br>[3.70] | 209.9<br>[8.26] | 27.9° | 159.7<br>[6.29] |
| | P255/70R16 - 109H | 918.5<br>[36.16] | 100.5<br>[3.96] | 209.9<br>[8.26] | 27.9° | 159.7<br>[6.29] |
| K15706 | LT245/75R16/C | 923.7<br>[36.37] | 89.2<br>[3.51] | 209.9<br>[8.26] | 27.9° | 159.7<br>[6.29] |
| | P265/75R16 - 114S | 933.9<br>[36.77] | 108.5<br>[4.27] | 209.9<br>[8.26] | 27.9° | 159.7<br>[6.29] |
| | LT265/75R16 - C | 940.0<br>[37.01] | 106.4<br>[4.19] | 209.9<br>[8.26] | 27.9° | 159.7<br>[6.29] |
| | P265/75R16 - 114H | 933.9<br>[36.77] | 108.5<br>[4.27] | 209.9<br>[8.26] | 27.9° | 159.7<br>[6.29] |
| | P265/70R16 - 111S | 923.6<br>[36.36] | 108.2<br>[4.26] | 209.9<br>[8.26] | 27.9° | 159.7<br>[6.29] |
| | P245/75R16 - 109S | 921.8<br>[36.29] | 94.1<br>[3.70] | 209.9<br>[8.26] | 21.7° | 159.7<br>[6.29] |
| C15906 | P265/70R16 - 111S | 923.7<br>[36.37] | 89.2<br>[3.51] | 209.9<br>[8.26] | 21.7° | 159.7<br>[6.29] |
| | P245/75R16 - 109S | 921.8<br>[36.29] | 83.1<br>[3.27] | 209.9<br>[8.26] | 21.7° | 159.7<br>[6.29] |
| | P255/70R16 - 109H | 918.5<br>[36.16] | 89.5<br>[3.52] | 209.9<br>[8.26] | 21.7° | 159.7<br>[6.29] |
| K15906 | P265/70R16 - 111S | 923.7<br>[36.37] | 97.2<br>[3.83] | 209.9<br>[8.26] | 21.7° | 159.7<br>[6.29] |
| | P245/75R16 - 109S | 921.8<br>[36.29] | 83.1<br>[3.27] | 209.9<br>[8.26] | 21.7° | 159.7<br>[6.29] |
| | P265/75R16 - 114H | 934.0<br>[36.77] | 97.5<br>[3.84] | 209.9<br>[8.26] | 21.7° | 159.7<br>[6.29] |
| C/K15936 | P265/70R16 | 923.6<br>[36.36] | 108.2<br>[4.26] | 209.9<br>[8.26] | 27.9° | 159.7<br>[6.29] |
| | P265/70R17 | 923.6<br>[36.36] | 108.2<br>[4.26] | 209.9<br>[8.26] | 27.9° | 159.7<br>[6.29] |
| C/K25936 | LT245/75R16 | 930.7<br>[36.64] | 209.3<br>[8.24] | 209.9<br>[8.26] | 17.1° | 119.5<br>[4.70] |

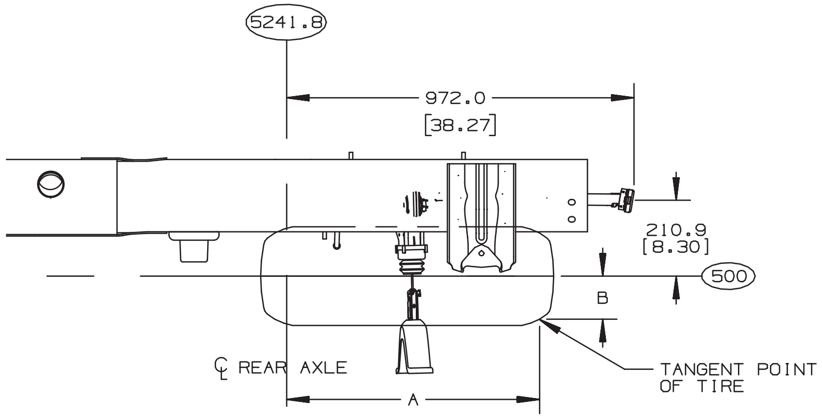
[ ] = INCHES

**TD006070b**

## C/K (25HD/35/36) Spare Tire Carrier


VEHICLE ℄
204.4
[8.05]
C

| MODEL | TIRE | A | B | C |
|---|---|---|---|---|
| C/K25000 | LT245/75R16/E | 923.1<br>[36.34] | 176.0<br>[6.93] | 19.3° |
| C35943 | LT215/85R16/D | 923.1<br>[36.34] | 176.0<br>[6.93] | 19.3° |
| C35953 |  | 923.1<br>[36.34] | 176.0<br>[6.93] | 19.3° |
| K35903 | LT215/85R16/D | 923.1<br>[36.34] | 176.0<br>[6.93] | 19.3° |
| K35943 | LT215/85R16/E | 923.1<br>[36.34] | 176.0<br>[6.93] | 19.3° |
| K35953 |  | 923.1<br>[36.34] | 176.0<br>[6.93] | 19.3° |

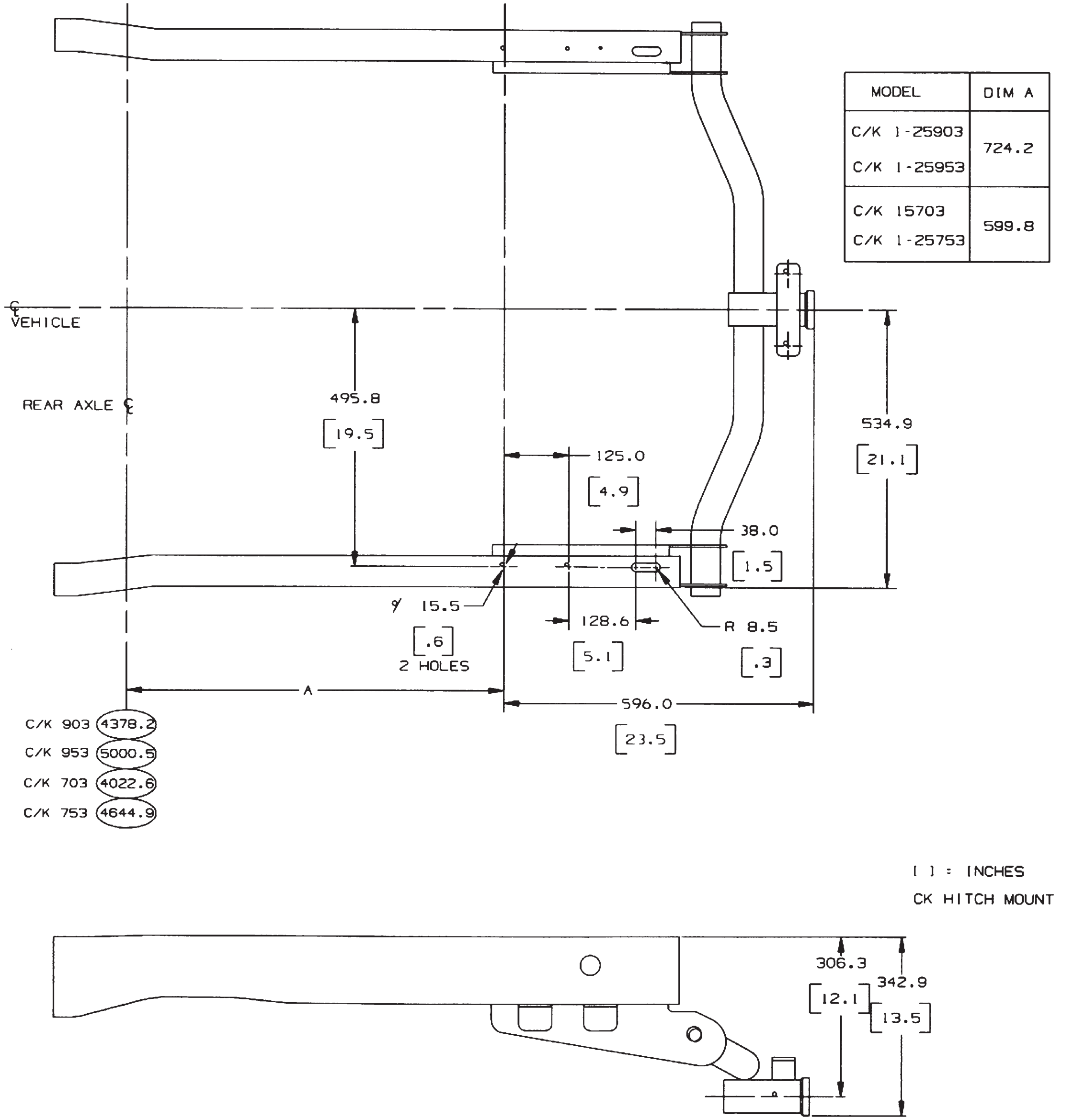

5241.8
972.0
[38.27]
210.9
[8.30]
500
B
℄ REAR AXLE
TANGENT POINT OF TIRE
A

C/K (25HD/35) SPARE TIRE CARRIER

[ ] = INCHES

TD006070a

## C/K (15/25) Platform Hitch Pickup


℄ VEHICLE
REAR AXLE ℄
495.8
[19.5]
125.0
[4.9]
38.0
[1.5]
534.9
[21.1]
∅ 15.5
[.6]
2 HOLES
128.6
[5.1]
R 8.5
[.3]
A
596.0
[23.5]
C/K 903 4378.2
C/K 953 5000.5
C/K 703 4022.6
C/K 753 4644.9
306.3
[12.1]
342.9
[13.5]

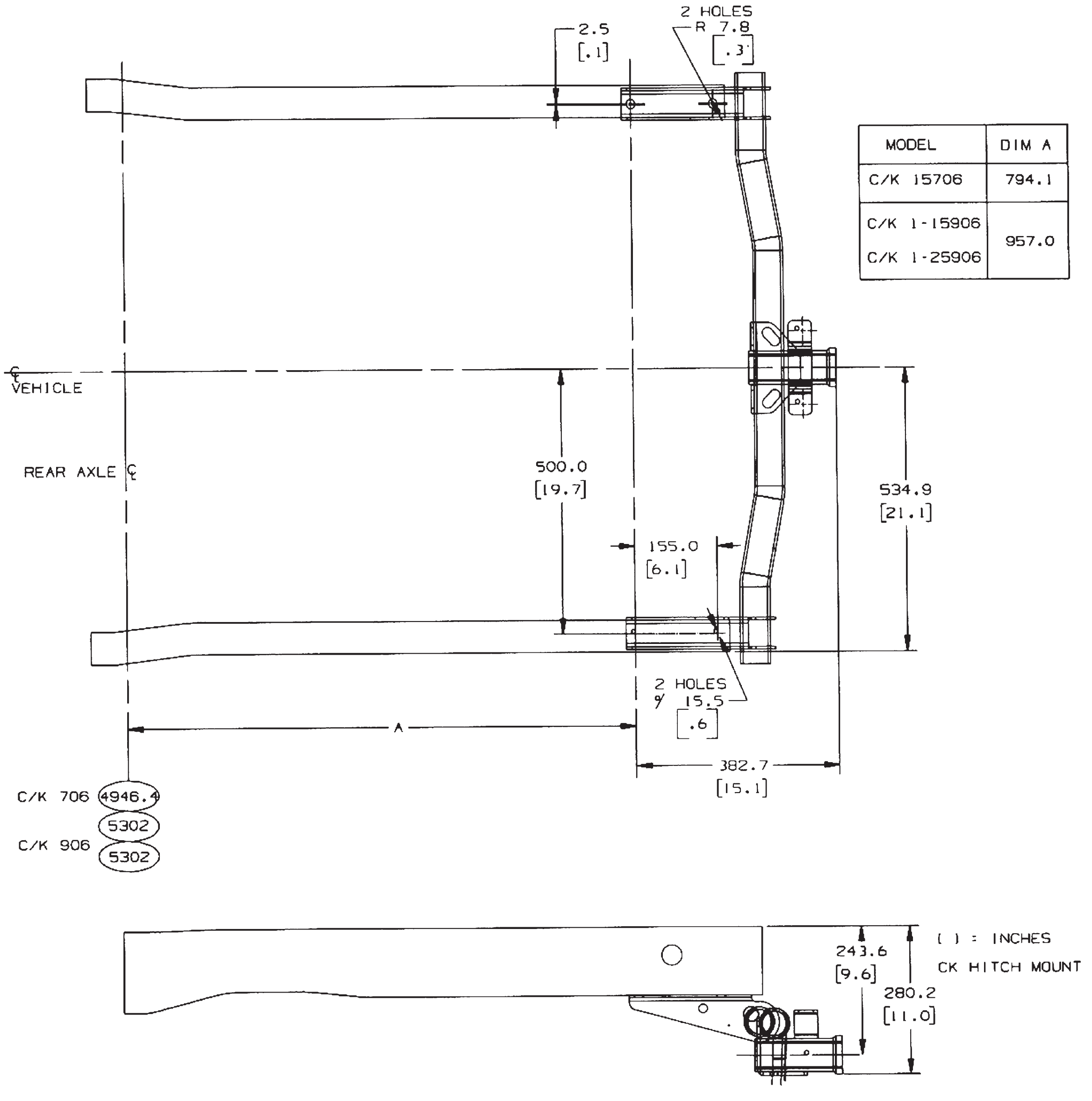
| MODEL | DIM A |
|---|---|
| C/K 1-25903<br>C/K 1-25953 | 724.2 |
| C/K 15703<br>C/K 1-25753 | 599.8 |

[ ] = INCHES

CK HITCH MOUNT

TD005328

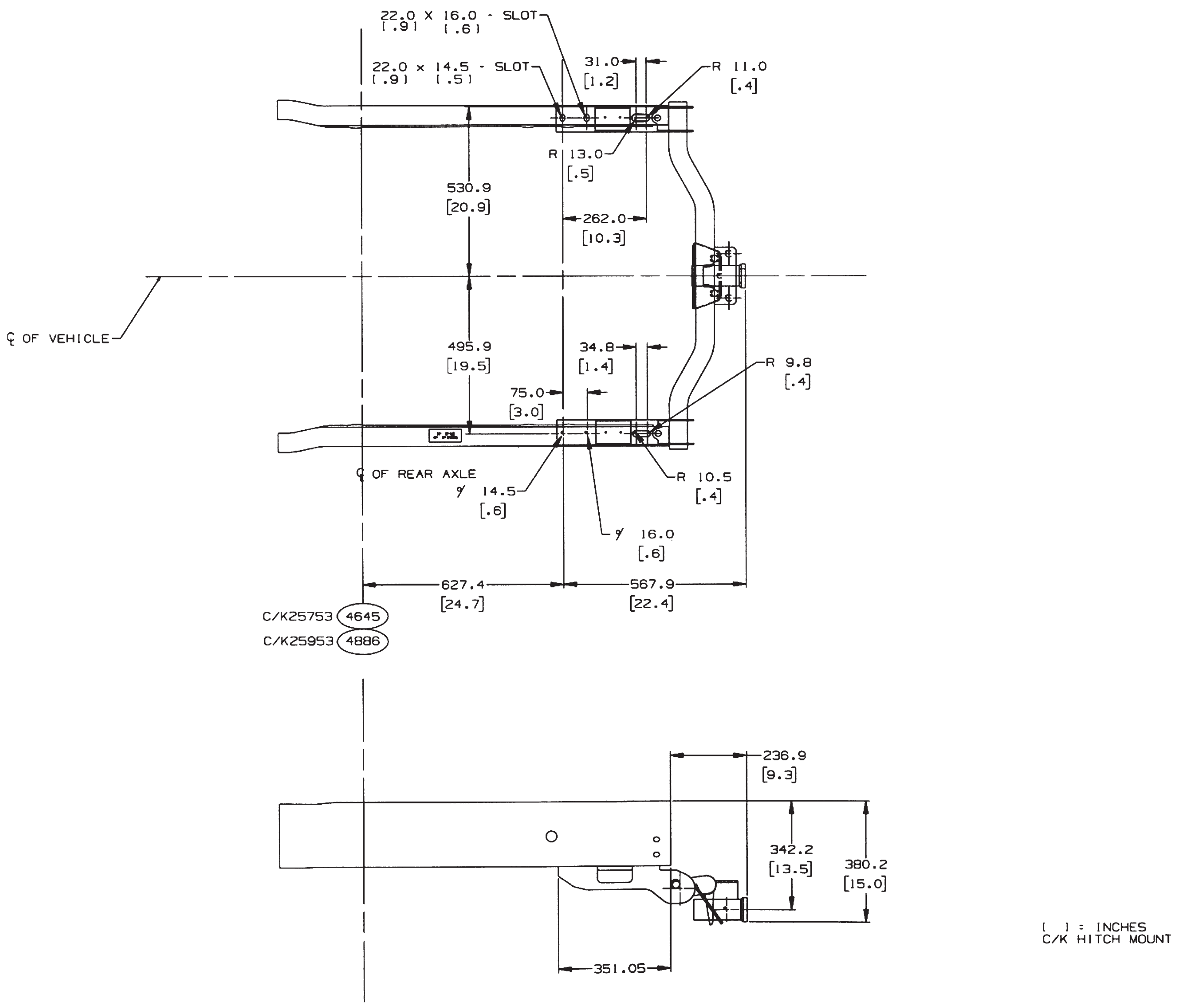
## C/K (15/25) Platform Hitch Utility


2 HOLES
R 7.8
[.3]
2.5
[.1]
℄ VEHICLE
REAR AXLE ℄
500.0
[19.7]
155.0
[6.1]
534.9
[21.1]
2 HOLES
⌀ 15.5
[.6]
A
382.7
[15.1]
C/K 706
4946.4
5302
C/K 906
5302
243.6
[9.6]
280.2
[11.0]
[ ] = INCHES
CK HITCH MOUNT

| MODEL | DIM A |
|---|---|
| C/K 15706 | 794.1 |
| C/K 1-15906<br>C/K 1-25906 | 957.0 |

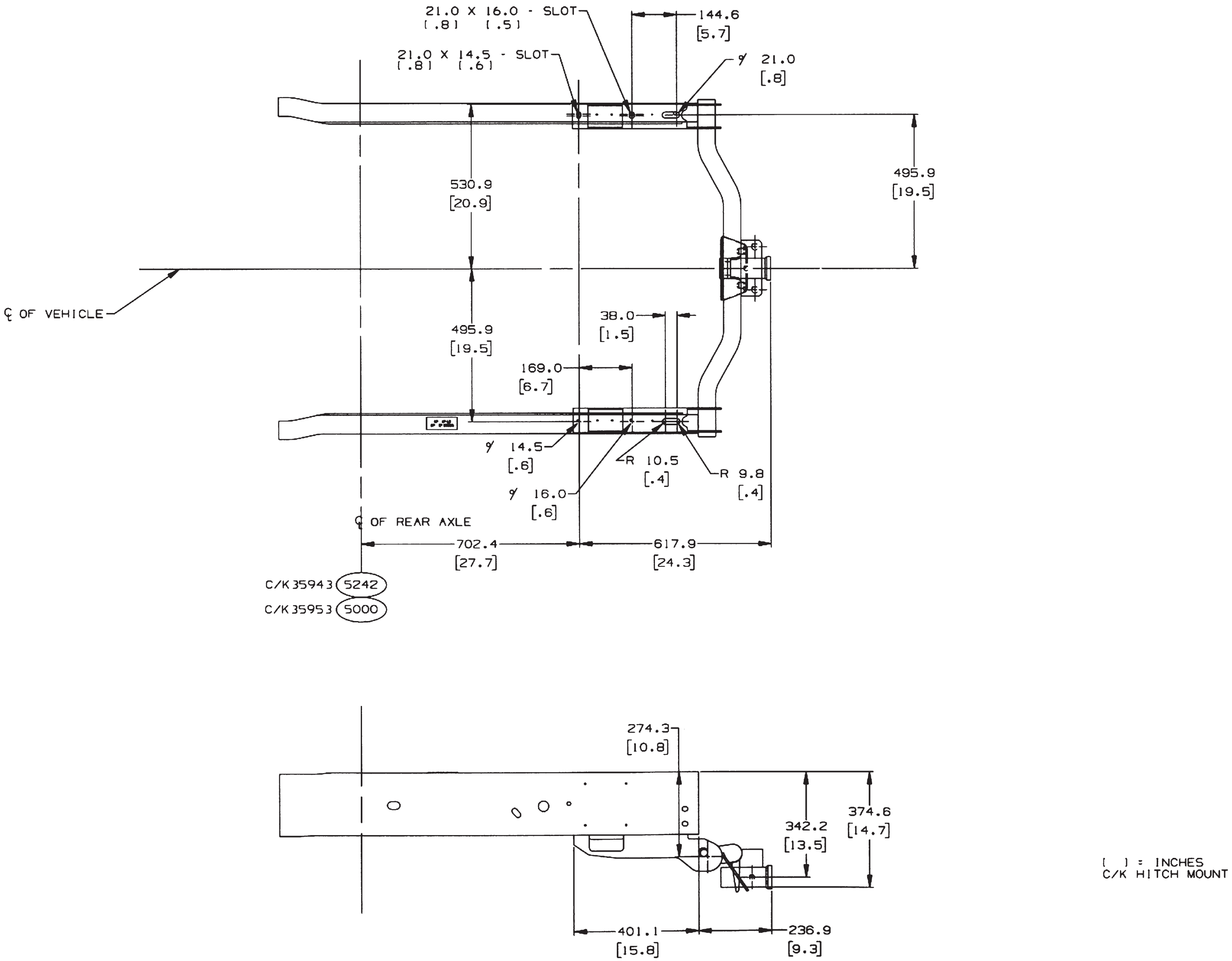
TD005360a

## C/K (25HD) Platform Hitch Short Box Pickup


22.0 X 16.0 - SLOT
[.9] [.6]
22.0 x 14.5 - SLOT
[.9] [.5]
31.0
[1.2]
R 11.0
[.4]
R 13.0
[.5]
530.9
[20.9]
262.0
[10.3]
℄ OF VEHICLE
495.9
[19.5]
34.8
[1.4]
R 9.8
[.4]
75.0
[3.0]
℄ OF REAR AXLE
⌀ 14.5
[.6]
R 10.5
[.4]
⌀ 16.0
[.6]
627.4
[24.7]
567.9
[22.4]
C/K25753 4645
C/K25953 4886
236.9
[9.3]
342.2
[13.5]
380.2
[15.0]
351.05
[ ] = INCHES
C/K HITCH MOUNT

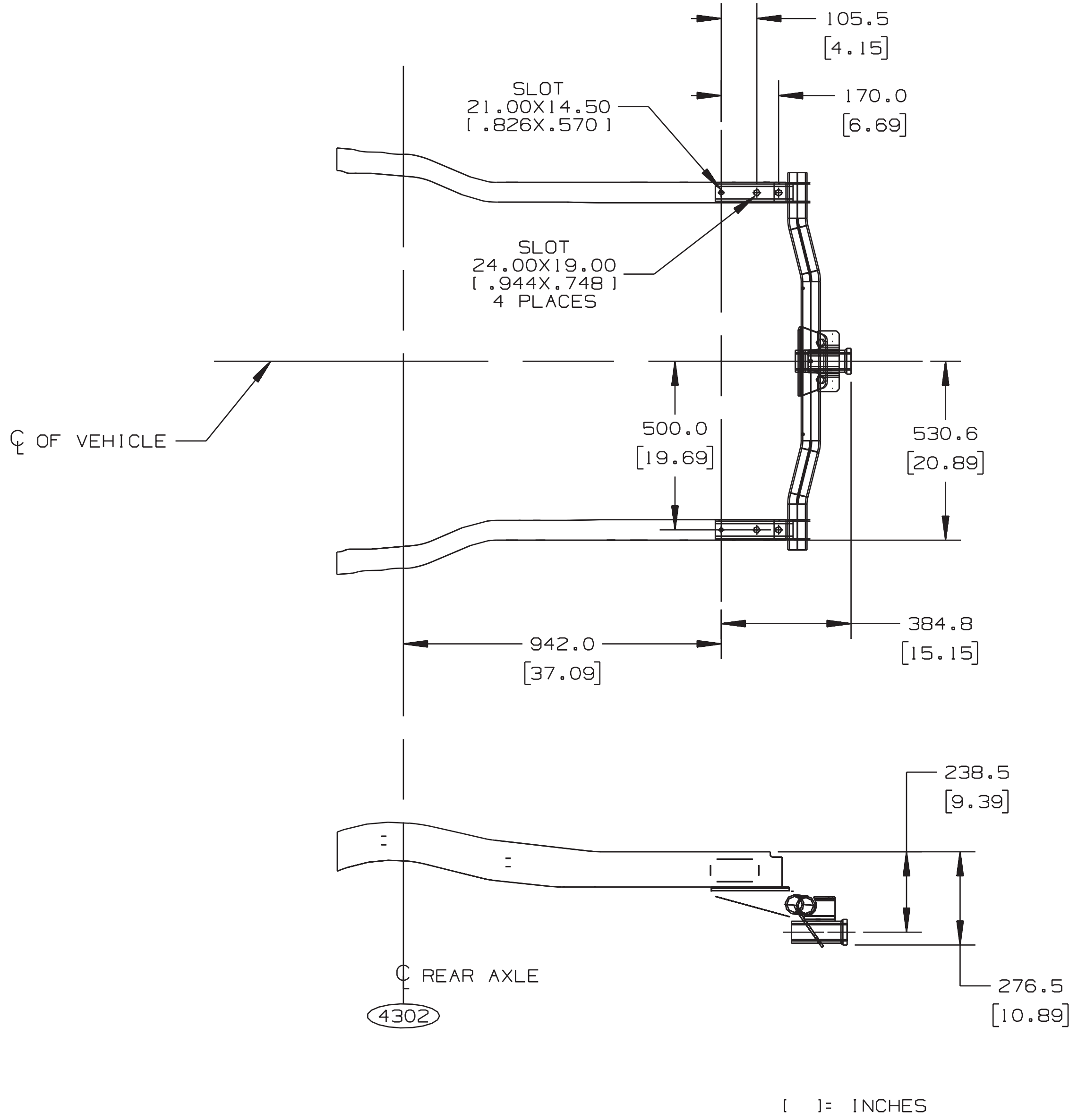
**TD005360b**

## C/K (25HD/35) Platform Hitch Long Box Pickup


21.0 X 16.0 - SLOT
[.8] [.5]
144.6
[5.7]
21.0 X 14.5 - SLOT
[.8] [.6]
⌀ 21.0
[.8]
495.9
[19.5]
530.9
[20.9]
℄ OF VEHICLE
495.9
[19.5]
38.0
[1.5]
169.0
[6.7]
⌀ 14.5
[.6]
R 10.5
[.4]
R 9.8
[.4]
⌀ 16.0
[.6]
℄ OF REAR AXLE
702.4
[27.7]
617.9
[24.3]
C/K 35943 5242
C/K 35953 5000
274.3
[10.8]
342.2
[13.5]
374.6
[14.7]
401.1
[15.8]
236.9
[9.3]
[ ] = INCHES
C/K HITCH MOUNT

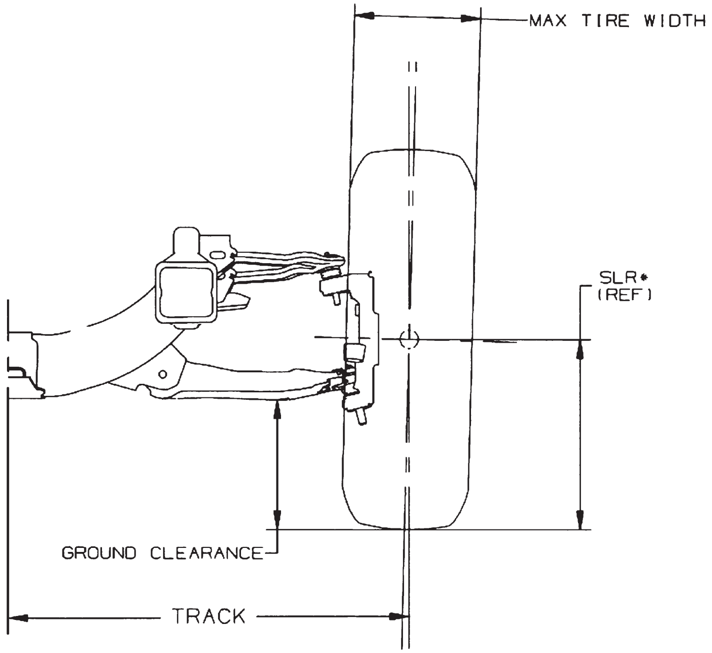
**TD005360c**

## C/K (15/25)936 Platform Hitch


105.5
[4.15]
170.0
[6.69]
SLOT
21.00X14.50
[.826X.570]
SLOT
24.00X19.00
[.944X.748]
4 PLACES
℄ OF VEHICLE
500.0
[19.69]
530.6
[20.89]
384.8
[15.15]
942.0
[37.09]
238.5
[9.39]
276.5
[10.89]
℄ REAR AXLE
4302
[ ]= INCHES

TD005795

## C (15/25) Front Axle/Tire Data Pickup



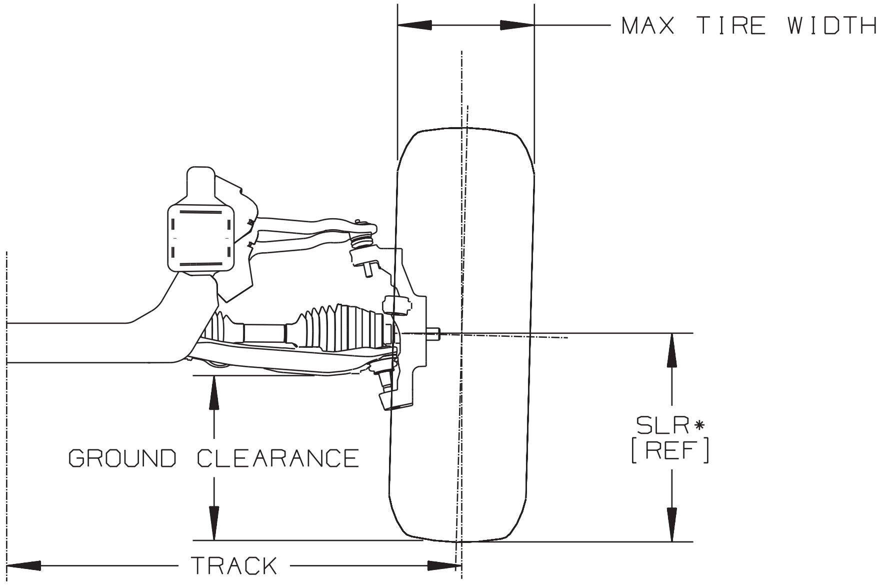
*MINIMUM GROUND CLEARANCE TO BE CALCULATED BY USING GROSS AXLE WEIGHT AND RECOMMENDED TIRE PRESSURE

( ) = INCHES
TD005335

| MODEL | TIRE | MAX GVW | REAR WHEEL | TRACK | WHEEL OFFSET | GROUND CLEARANCE | MAX TIRE WIDTH |
|---|---|---|---|---|---|---|---|
| C15703 | P235/75R16 | 6100 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 202.8 (8.0) | 252.0 (9.9) |
| | P255/70R16 | 6100 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 202.8 (8.0) | 268.0 (10.6) |
| C15753 | P235/75R16 | 6200 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 202.8 (8.0) | 252.0 (9.9) |
| | P255/70R16 | 6200 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 202.8 (8.0) | 268.0 (10.6) |
| C15903 | P235/75R16 | 6400 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 202.8 (8.0) | 252.0 (9.9) |
| | P255/70R16 | 6400 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 202.8 (8.0) | 268.0 (10.6) |
| C15953 | P235/75R16 | 6200 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 202.8 (8.0) | 252.0 (9.9) |
| | P255/70R16 | 6200 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 202.8 (8.0) | 268.0 (10.6) |
| C25753 | LT225/75R16D | 7200 | SINGLE | 1742.0 (68.6) | 28.0 (1.1) | 190.4 (7.5) | 239.0 (9.4) |
| | LT245/75R16E | 7200 | SINGLE | 1742.0 (68.6) | 28.0 (1.1) | 202.4 (8.0) | 256.0 (10.1) |
| C25903 | LT225/75R16D | 7200 | SINGLE | 1742.0 (68.6) | 28.0 (1.1) | 190.4 (7.5) | 239.0 (9.4) |
| | LT245/75R16E | 7200/8600 | SINGLE | 1742.0 (68.6) | 28.0 (1.1) | 202.4 (8.0) | 256.0 (10.1) |
| C25953 | LT225/75R16D | 7200 | SINGLE | 1742.0 (68.6) | 28.0 (1.1) | 190.4 (7.5) | 239.0 (9.4) |
| | LT245/75R16E | 7200/8600 | SINGLE | 1742.0 (68.6) | 28.0 (1.1) | 202.4 (8.0) | 256.0 (10.1) |

**TD005335**

## K (15/25) Front Axle/Tire Data Pickup



| MODEL | TIRE | MAX GVW | REAR WHEEL | TRACK | WHEEL OFFSET | GROUND CLEARANCE | MAX TIRE WIDTH |
|---|---|---|---|---|---|---|---|
| K15703 | P245/75R16 | 6100 | SINGLE | 1651.0 | 31.0 | 214.7 | 261.0 |
| | P265/75R16 | 6100 | SINGLE | 1651.0 | 31.0 | 227.7 | 276.0 |
| | LT245/75R16C | 6100 | SINGLE | 1651.0 | 31.0 | 229.7 | 256.0 |
| K15753 | P245/75R16 | 6400 | SINGLE | 1651.0 | 31.0 | 214.7 | 261.0 |
| | P265/75R16 | 6400 | SINGLE | 1651.0 | 31.0 | 227.7 | 276.0 |
| | LT245/75R16C | 6400 | SINGLE | 1651.0 | 31.0 | 229.7 | 256.0 |
| K15753 | P265/70R17 | 6800 | SINGLE | 1651.0 | 31.0 | 233.0 | 280.0 |
| K15903 | P245/75R16 | 6400 | SINGLE | 1651.0 | 31.0 | 214.7 | 261.0 |
| | P265/75R16 | 6400 | SINGLE | 1651.0 | 31.0 | 227.7 | 276.0 |
| | LT245/75R16C | 6400 | SINGLE | 1651.0 | 31.0 | 229.7 | 256.0 |
| K15953 | P245/75R16 | 6400 | SINGLE | 1651.0 | 31.0 | 214.7 | 261.0 |
| | P265/75R16 | 6400 | SINGLE | 1651.0 | 31.0 | 227.7 | 276.0 |
| | LT245/75R16C | 6400 | SINGLE | 1651.0 | 31.0 | 229.7 | 256.0 |
| K25753 | LT245/75R16C | 7200 | SINGLE | 1742.0 | 28.0 | 198.2 | 239.0 |
| | LT245/75R16C | 7200/8600 | SINGLE | 1742.0 | 28.0 | 210.2 | 256.0 |
| K25903 | LT245/75R16C | 8600 | SINGLE | 1742.0 | 28.0 | 210.2 | 256.0 |
| K25953 | LT245/75R16C | 8600 | SINGLE | 1742.0 | 28.0 | 210.2 | 256.0 |

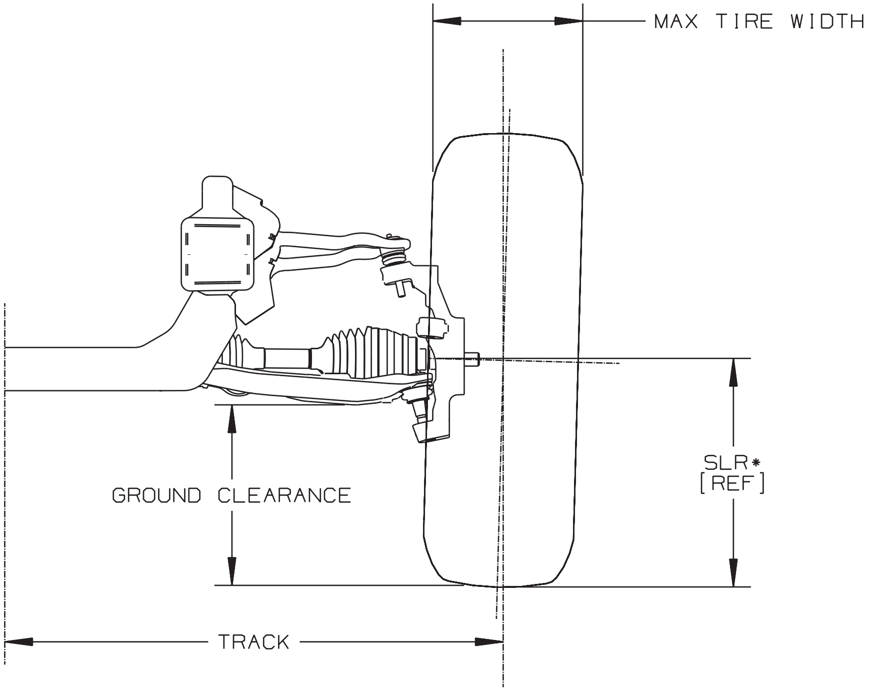
K15/25 FRONT AXLE/TIRE DATA CHART

*MINIMUM GROUND CLEARANCE TO BE CALCULATED BY USING GROSS AXLE WEIGHT & RECOMMENDED TIRE PRESSURE

[ ] = INCHES

**TD005336**

## C/K (15/25)936 Front Axle/Tire Data



| MODEL | TIRE | MAX GVW | REAR WHEEL | TRACK | WHEEL OFFSET | GROUND CLEARANCE | MAX TIRE WIDTH |
|---|---|---|---|---|---|---|---|
| C15936 | P265/70R16 | 6800 | SINGLE | 1651.0 | 31.0 | 214.4 | 276.0 |
| | P265/70R17 | 6800 | SINGLE | 1651.0 | 31.0 | 224.4 | 280.0 |
| K15936 | LT265/70R16 | 7000 | SINGLE | 1651.0 | 31.0 | 212.4 | 276.0 |
| | P265/70R17 | 7000 | SINGLE | 1651.0 | 31.0 | 222.4 | 280.0 |
| C25936 | LT245/75R16 | 8600 | SINGLE | 1742.0 | 28.0 | 215.4 | 256.0 |
| K25936 | LT245/75R16 | 8600 | SINGLE | 1742.0 | 28.0 | 215.4 | 256.0 |

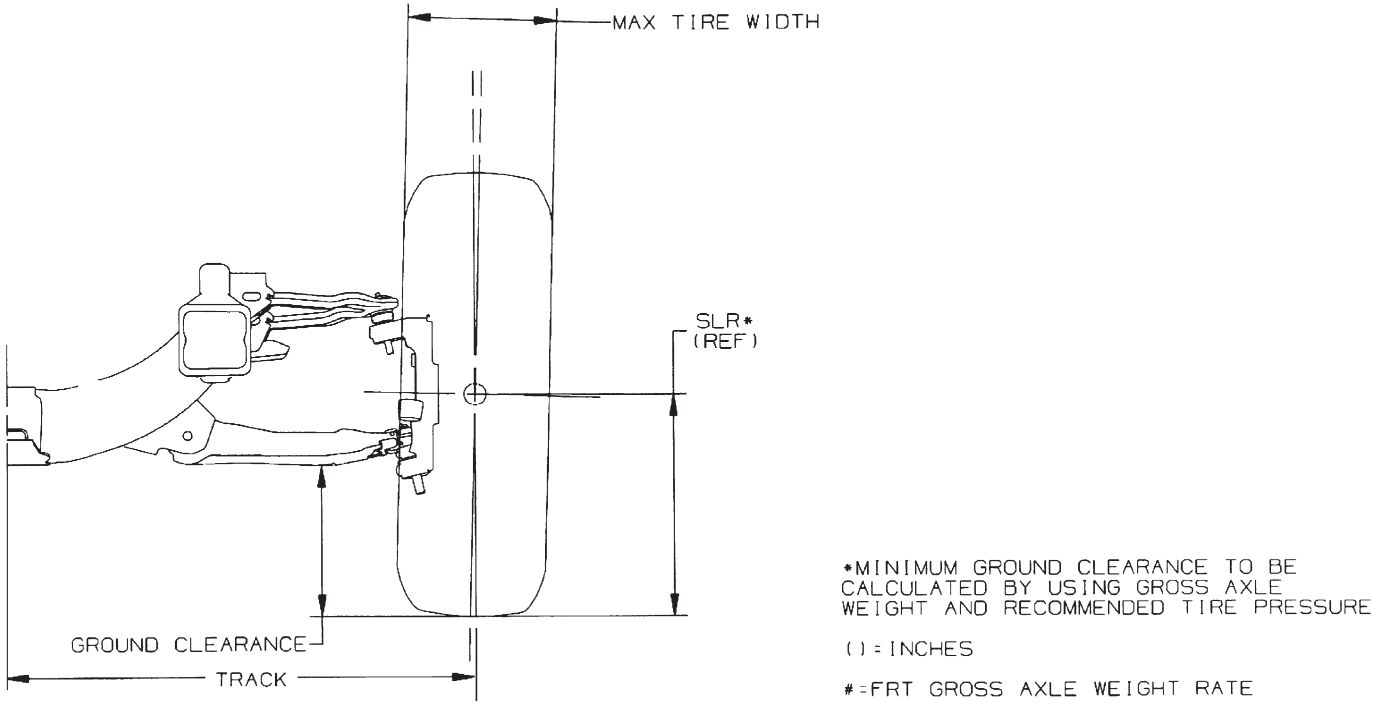
C/K 15/25 FRONT AXLE/TIRE DATA CHART

*MINIMUM GROUND CLEARANCE TO BE CALCULATED BY USING GROSS AXLE WEIGHT & RECOMMENDED TIRE PRESSURE

[ ] = INCHES

TD005768

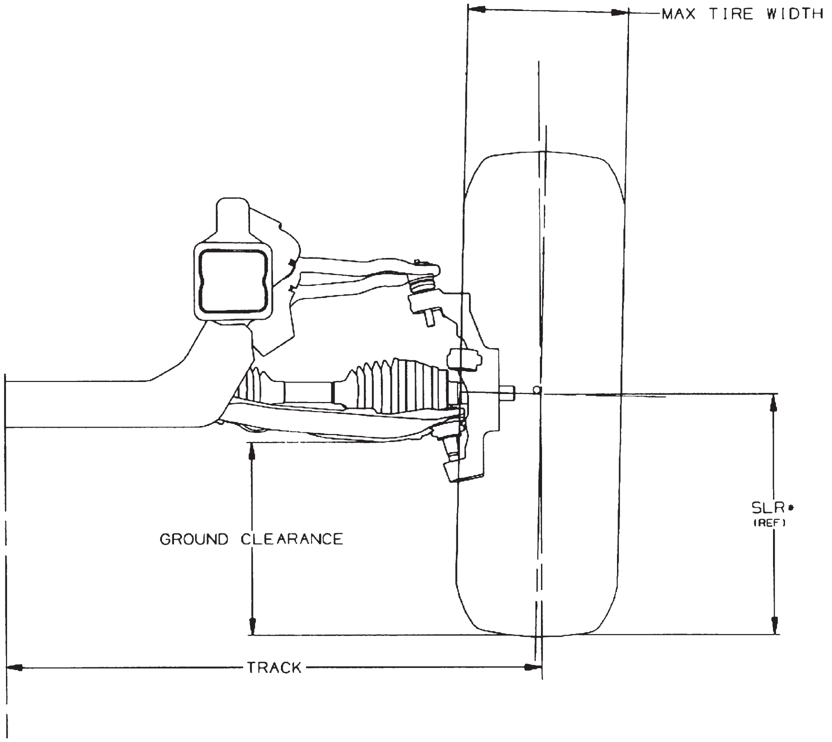
## C (15/25) Front Axle/Tire Data Utility


MAX TIRE WIDTH
SLR*
(REF)
*MINIMUM GROUND CLEARANCE TO BE CALCULATED BY USING GROSS AXLE WEIGHT AND RECOMMENDED TIRE PRESSURE
( ) = INCHES
#=FRT GROSS AXLE WEIGHT RATE
GROUND CLEARANCE
TRACK

| MODEL | TIRE | MAX GVW | REAR WHEEL | TRACK | WHEEL OFFSET | GROUND CLEARANCE | MAX TIRE WIDTH |
|---|---|---|---|---|---|---|---|
| C15706 | P245/75R16 | 6300 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 207.8 (8.2) | 261.0 (10.3) |
| | P265/70R16 | 6300 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 208.8 (8.2) | 276.0 (10.9) |
| C15906 | P245/75R16 | 6800 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 207.8 (8.2) | 261.0 (10.3) |
| | P265/70R16 | 6800 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 208.8 (8.2) | 276.0 (10.9) |
| C25906 | LT245/75R16E | 8600 | SINGLE | 1742.0 (68.6) | 28.0 (1.1) | 202.4 (8.0) | 256.0 (10.1) |
| | - | - | - | - | - | - | - |

TD005368

## K (15/25) Front Axle/Tire Data Utility



K15/25 FRONT AXLE/TIRE DATA CHART

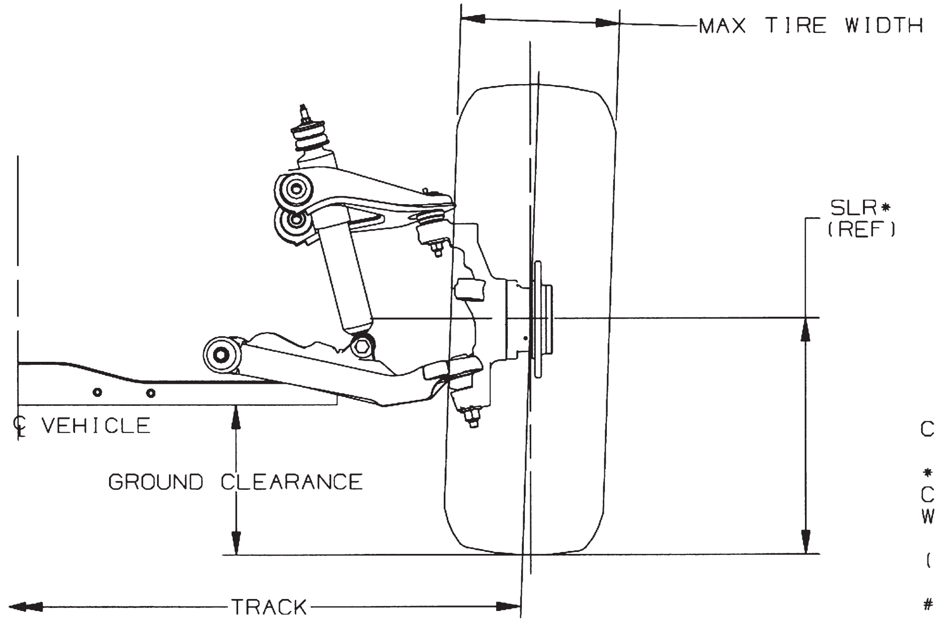
*MINIMUM GROUND CLEARANCE TO BE CALCULATED BY USING GROSS AXLE WEIGHT & RECOMMENDED TIRE PRESSURE

[ ]= INCHES

| MODEL | TIRE | MAX GVW | REAR WHEEL | TRACK | WHEEL OFFSET | GROUND CLEARANCE | MAX TIRE WIDTH |
|---|---|---|---|---|---|---|---|
| K15706 | P245/75R16 | 6800 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 214.7 (8.5) | 261.0 (10.3) |
| | P265/75R16 | 6800 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 227.7 (9.0) | 276.0 (10.9) |
| | P265/70R16 | 6800 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 215.7 (8.5) | 276.0 (10.9) |
| | LT245/75R16C | 6800 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 229.7 (9.0) | 256.0 (10.0) |
| | LT265/75R16 | 6800 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 237.7 (9.4) | 276.0 (10.9) |
| | - | - | - | - | - | - | - |
| K15906 | P245/75R16 | 7200 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 214.7 (8.5) | 261.0 (10.3) |
| | P265/75R16 | 7200 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 227.7 (9.0) | 276.0 (10.9) |
| | P265/70R16 | 7200 | SINGLE | 1651.0 (65.0) | 31.0 (1.2) | 215.7 (8.5) | 276.0 (10.9) |
| | - | - | - | - | - | - | - |
| K25906 | LT245/75R16E | 8600 | SINGLE | 1742.0 (68.6) | 28.0 (1.1) | 210.2 (8.3) | 256.0 (10.0) |
| | - | - | - | - | - | - | - |

TD005369

## C (25HD/35/36) Front Axle/Tire Data



C25/35-36 FRONT AXLE/TIRE DATA CHART

*MINIMUM GROUND CLEARANCE TO BE CALCULATED BY USING GROSS AXLE WEIGHT AND RECOMMENDED TIRE PRESSURE

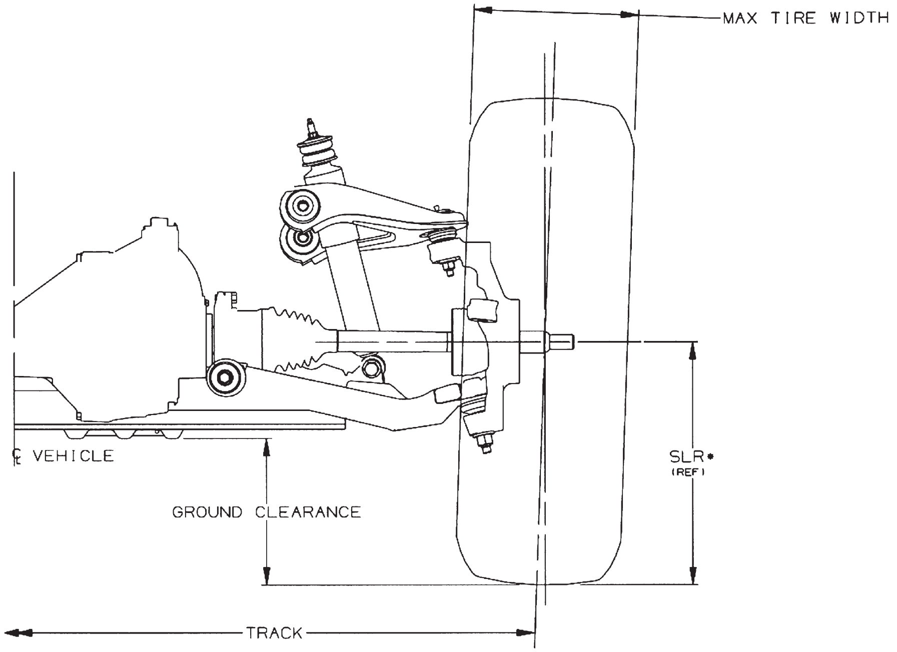
( ) = INCHES

# = FRT GROSS AXLE WEIGHT RATE

| MODEL | TIRE | MAX GVW | REAR WHEEL | TRACK | WHEEL OFFSET | GROUND CLEARANCE | MAX TIRE WIDTH |
|---|---|---|---|---|---|---|---|
| C25000HD | LT245/75R16D | 9200 | SINGLE | 1742.0 (68.6) | 28.0 (1.1) | 229.0 (9.0) | 261.0 (10.3) |
| C35943 | LT215/85R16D | 11400 | DUAL | 1742.0 (68.6) | 28.0 (1.1) | 229.0 (9.0) | 232.0 (9.1) |
| C35953 | | 11400 | DUAL | 1742.0 (68.6) | 28.0 (1.1) | 229.0 (9.0) | 232.0 (9.1) |
| C36003 | | 11400 | DUAL | 1742.0 (68.6) | 28.0 (1.1) | 224.0 (8.8) | 232.0 (9.1) |
| C36053 | | 11400 | DUAL | 1742.0 (68.6) | 28.0 (1.1) | 224.0 (8.8) | 232.0 (9.1) |
| C36403 | | 11400 | DUAL | 1742.0 (68.6) | 28.0 (1.1) | 224.0 (8.8) | 232.0 (9.1) |
| C36453 | | 11400 | DUAL | 1742.0 (68.6) | 28.0 (1.1) | 224.0 (8.8) | 232.0 (9.1) |

**TD005372**

## K (25HD/35/36) Front Axle/Tire Data



K25/35-36 FRONT AXLE/TIRE DATA CHART

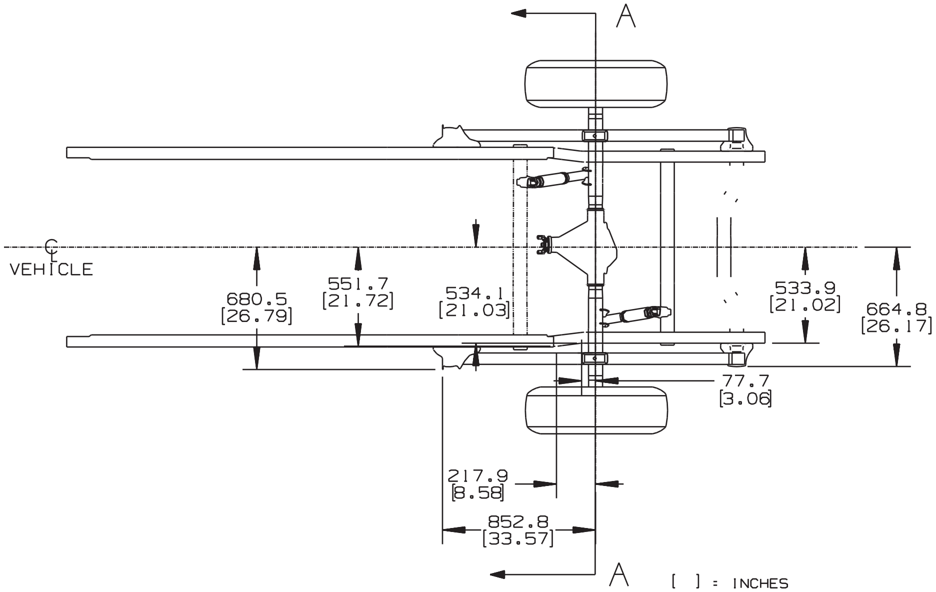
*MINIMUM GROUND CLEARANCE TO BE CALCULATED BY USING GROSS AXLE WEIGHT & RECOMMENDED TIRE PRESSURE

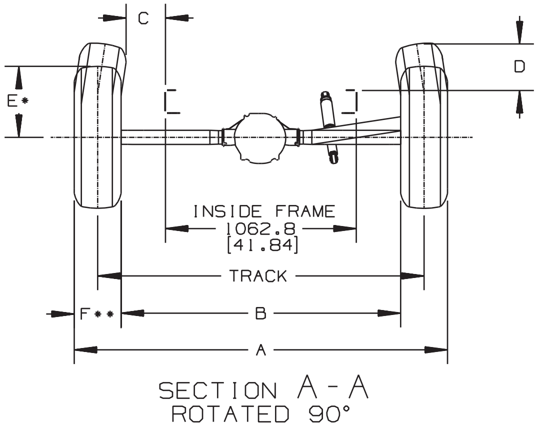
( )=INCHES

| MODEL | TIRE | MAX GVW | REAR WHEEL | TRACK | WHEEL OFFSET | GROUND CLEARANCE | MAX TIRE WIDTH |
|---|---|---|---|---|---|---|---|
| K25000HD | LT245/75R16D | 9200 | SINGLE | 1742.0 (68.6) | 28.0 (1.1) | 213.5 (8.4) | 261.0 (10.3) |
| K35903 | LT215/85R16D | 11400 | DUAL | 1742.0 (68.6) | 28.0 (1.1) | 213.5 (8.4) | 232.0 (9.1) |
| K35943 | | 11400 | DUAL | 1742.0 (68.6) | 28.0 (1.1) | 213.5 (8.4) | 232.0 (9.1) |
| K35953 | | 11400 | DUAL | 1742.0 (68.6) | 28.0 (1.1) | 213.5 (8.4) | 232.0 (9.1) |
| K36003 | | 12000 | DUAL | 1742.0 (68.6) | 28.0 (1.1) | 208.5 (8.2) | 232.0 (9.1) |
| K36053 | | 12000 | DUAL | 1742.0 (68.6) | 28.0 (1.1) | 208.5 (8.2) | 232.0 (9.1) |
| K36403 | | 12000 | DUAL | 1742.0 (68.6) | 28.0 (1.1) | 208.5 (8.2) | 232.0 (9.1) |
| K36453 | | 12000 | DUAL | 1742.0 (68.6) | 28.0 (1.1) | 208.5 (8.2) | 232.0 (9.1) |

TD005373

## C/K (15/25) Rear Axle/Tire Data





[ ] = INCHES
* MAX GROWN TIRE RADIUS ON NARROWEST RIM
** MAX GROWN TIRE WIDTH ON WIDEST RIM

TIRE CHAINS NOT INCLUDED

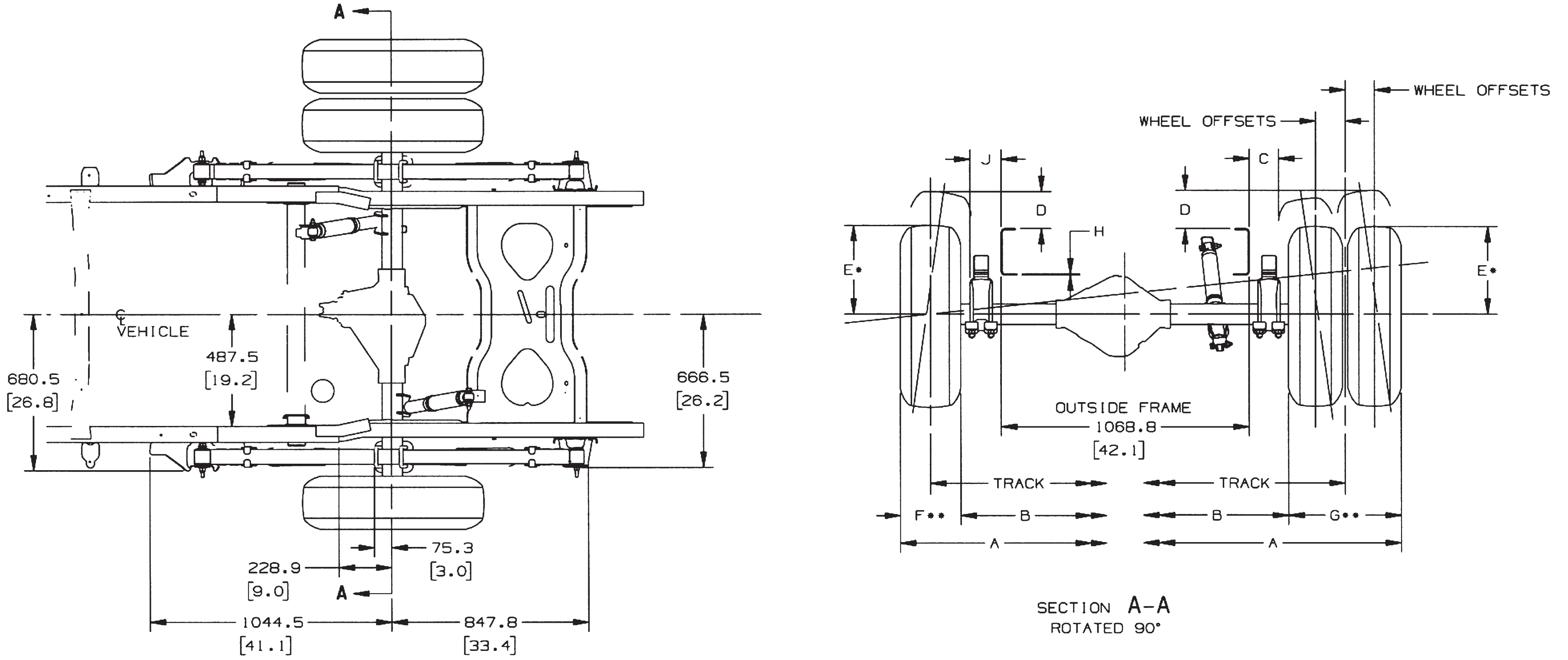
SINGLE WHEELS
A = TRACK + F
B = TRACK - F

| SERIES | TIRES | GVW RANGE | REAR WHEEL | TRACK | WHEEL OFFSET | DIM A | DIM B | DIM C | DIM D | DIM E* | DIM F** |
|---|---|---|---|---|---|---|---|---|---|---|---|
| C1500 | P235/75R16 | 6100/6400 | SINGLE | 1676.4 | 31.0 | 1928.4 | 1424.4 | 149.8 | 236.3 | 385.0 | 252.0 |
| | P255/70R16 | 6100/6400 | SINGLE | 1676.4 | 31.0 | 1944.4 | 1408.4 | 141.7 | 239.4 | 388.0 | 268.0 |
| K1500 | LT245/75R16 | 6100/6400 | SINGLE | 1676.4 | 31.0 | 1937.4 | 1415.4 | 144.7 | 205.2 | 396.0 | 261.0 |
| | P245/75R16 | 6100/6400 | SINGLE | 1676.4 | 31.0 | 1937.4 | 1415.4 | 147.3 | 204.1 | 395.0 | 261.0 |
| | P265/75R16 | 6100/6400 | SINGLE | 1676.4 | 31.0 | 1952.4 | 1400.4 | 136.4 | 219.2 | 410.0 | 276.0 |
| K15753 | P265/70R17 | 6800 | SINGLE | 1676.4 | 31.0 | 1956.4 | 1396.4 | 138.2 | 220.4 | 424.2 | 280.0 |
| K15753 | P245/75R16 | 6100/6400 | SINGLE | 1676.4 | 31.0 | 1937.4 | 1415.4 | 147.3 | 204.1 | 395.0 | 261.0 |
| | P265/75R16 | 6100/6400 | SINGLE | 1676.4 | 31.0 | 1952.4 | 1400.4 | 136.4 | 219.2 | 410.0 | 276.0 |
| | LT245/75R16C | 6100/6400 | SINGLE | 1676.4 | 31.0 | 1937.4 | 1415.4 | 144.7 | 205.2 | 396.0 | 261.0 |
| C2500 | LT225/75R16 | 7200 | SINGLE | 1676.4 | 28.0 | 1915.4 | 1437.4 | 155.9 | 190.1 | 381.0 | 239.0 |
| | LT245/75R16 | 7200 | SINGLE | 1676.4 | 28.0 | 1932.4 | 1420.4 | 146.6 | 202.9 | 396.0 | 256.0 |
| | LT245/75R16 | 8600 | SINGLE | 1676.4 | 28.0 | 1932.4 | 1420.4 | 146.6 | 202.9 | 396.0 | 256.0 |
| K2500 | LT225/75R16 | 7200 | SINGLE | 1676.4 | 28.0 | 1915.4 | 1437.4 | 155.9 | 190.1 | 381.0 | 239.0 |
| | LT245/75R16 | 7200 | SINGLE | 1676.4 | 28.0 | 1932.4 | 1420.4 | 146.6 | 202.9 | 396.0 | 256.0 |
| | LT225/75R16 | 8600 | SINGLE | 1676.4 | 28.0 | 1932.4 | 1420.4 | 146.6 | 202.9 | 396.0 | 256.0 |
| C15936 | P265/70R16 | 6800 | SINGLE | 1676.4 | 31.0 | 1952.4 | 1400.4 | 138.2 | 220.4 | 408.4 | 276.0 |
| | P265/70R17 | 6800 | SINGLE | 1676.4 | 31.0 | 1956.4 | 1396.4 | 138.2 | 220.4 | 424.2 | 280.0 |
| K15936 | P265/70R16 | 7000 | SINGLE | 1676.4 | 31.0 | 1952.4 | 1400.4 | 138.2 | 220.4 | 408.4 | 276.0 |
| | P265/70R17 | 7000 | SINGLE | 1676.4 | 31.0 | 1956.4 | 1396.4 | 138.2 | 220.4 | 424.2 | 280.0 |
| C25936 | LT245/75R16 | 8600 | SINGLE | 1676.4 | 28.0 | 1932.4 | 1420.4 | 146.6 | 202.9 | 406.3 | 256.0 |
| K25936 | LT245/75R16 | 8600 | SINGLE | 1676.4 | 28.0 | 1932.4 | 1420.4 | 146.6 | 202.9 | 406.3 | 256.0 |

C15 & 25 REAR TIRE DATA CHART

**TD005762A/B**

## C/K (25HD/35) Rear Axle/Tire Data


A
A
℄ VEHICLE
680.5
[26.8]
487.5
[19.2]
666.5
[26.2]
228.9
[9.0]
75.3
[3.0]
1044.5
[41.1]
847.8
[33.4]
WHEEL OFFSETS
WHEEL OFFSETS
J
C
D
D
H
E*
E*
OUTSIDE FRAME
1068.8
[42.1]
TRACK
TRACK
F**
B
B
G**
A
A
SECTION A-A
ROTATED 90°

[ ] = INCHES
* MAX GROWN TIRE RADIUS ON NARROWEST RIM
** MAX GROWN TIRE WIDTH ON WIDEST RIM

TIRE CHAINS NOT INCLUDED

SINGLE WHEELS
A = TRACK + F
B = TRACK - F

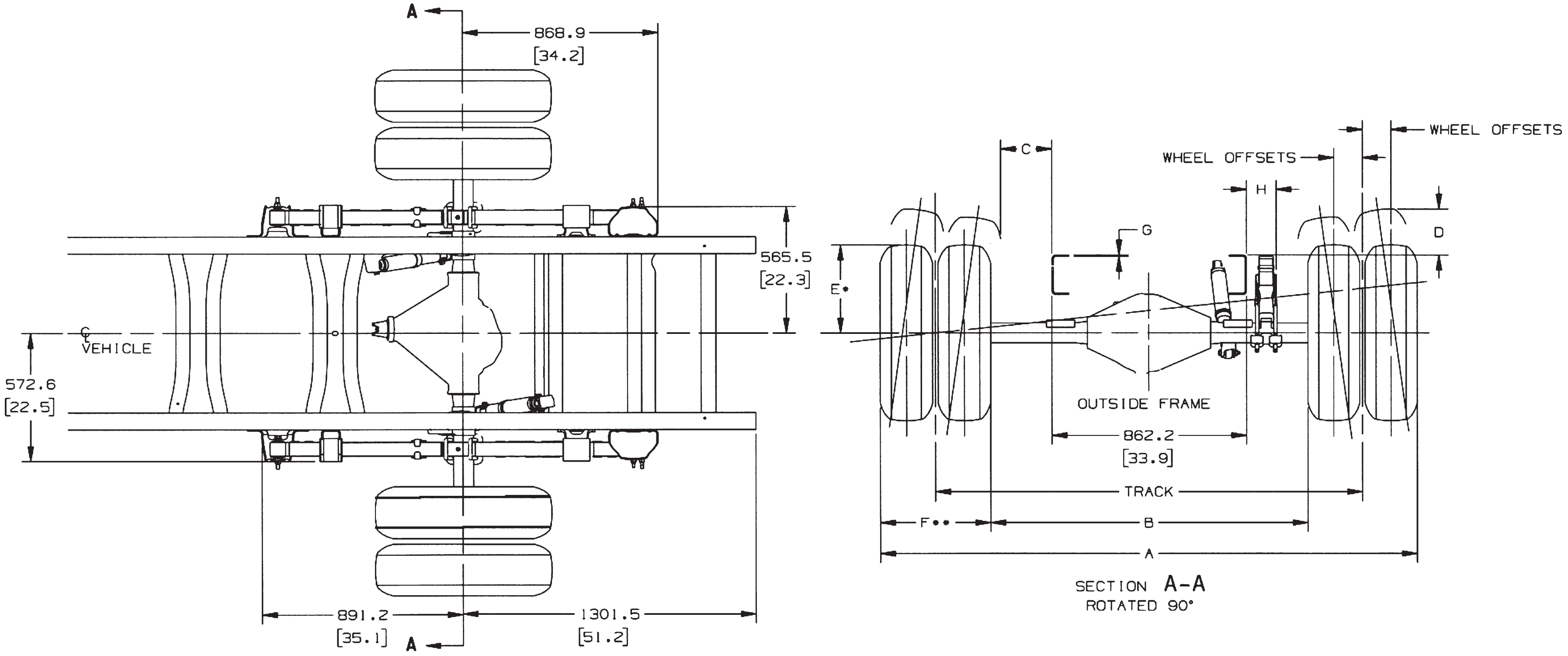
DUAL WHEELS
A = TRACK + G
B = TRACK - G

| SERIES | TIRES | MAX GVW | REAR WHEEL | TRACK | WHEEL OFFSET | DIM A | DIM B | DIM C | DIM D | DIM E * | DIM F ** | DIM G** | DIM H | DIM J |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CK25HD | LT245/75R16 | 9200 | SINGLE | 1676.4<br>(66.0) | 28.0<br>(1.1) | 1937.4<br>(76.3) | 1415.4<br>(55.7) | 129.1<br>(5.1) | 160.4<br>(6.3) | 396.0<br>(15.6) | 261.0<br>(10.3) | N/A | 5.0 | 133.6<br>(5.3) |
| CK3500 | LT215/85R16 | 11400 | DUAL | 1897.4<br>(74.7) | 128.0<br>(5.0) | 2385.4<br>(94.0) | 1409.4<br>(55.5) | 126.3<br>(4.9) | 168.3<br>(6.6) | 393.0<br>(15.5) | N/A | 488.0<br>(19.2) | 5.0 | 133.6<br>(5.3) |

2001 C/K25HD,35 REAR AXLE/TIRE DATA CHART

**TD005376**

## C/K (36) Rear Axle/Tire Data


A
868.9
[34.2]
565.5
[22.3]
℄ VEHICLE
572.6
[22.5]
891.2
[35.1]
1301.5
[51.2]
A
C
WHEEL OFFSETS
WHEEL OFFSETS
H
G
D
E*
OUTSIDE FRAME
862.2
[33.9]
TRACK
F**
B
A
SECTION A-A
ROTATED 90°

[ ] = INCHES
* MAX GROWN TIRE RADIUS ON NARROWEST RIM
** MAX GROWN TIRE WIDTH ON WIDEST RIM

TIRE CHAINS NOT INCLUDED

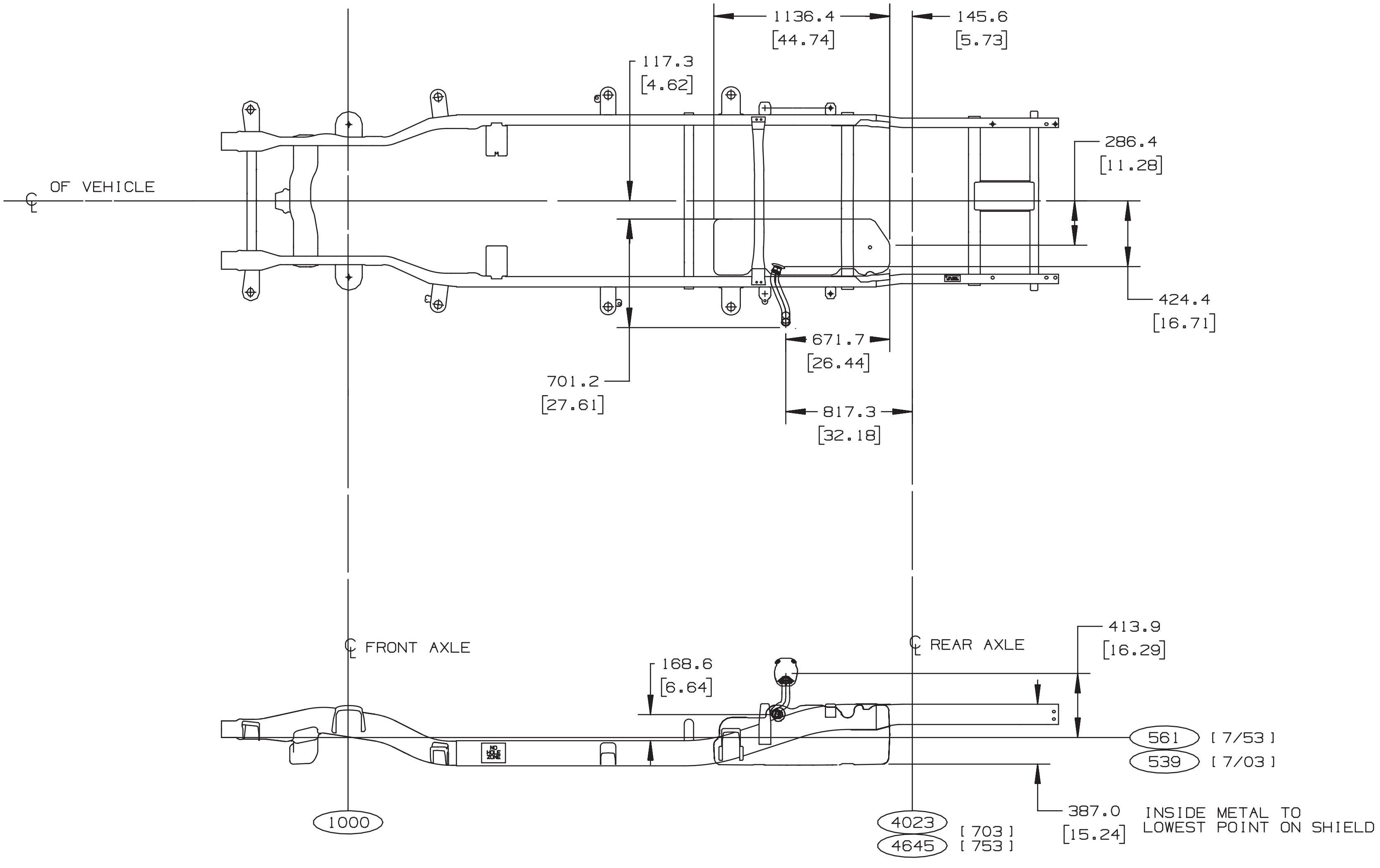
SINGLE WHEELS
A = TRACK + F
B = TRACK - F

| SERIES | TRACK | TIRES | MAX GVW | REAR WHEEL | WHEEL OFFSET | DIM A | DIM B | DIM C | DIM D | DIM E * | DIM F ** | DIM G | DIM H |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CK3600 | WIDE 1897.4<br>OPT (GTY) (74.7) | LT245/75R16 | K12000 | DUAL | 128.0<br>(5.0) | 2385.4<br>(93.9) | 1409.4<br>(55.5) | 228.9<br>(9.0) | 204.7<br>(8.0) | 392.0<br>(15.5) | 488.0<br>(19.2) | 6.10 | 134.9<br>(5.3) |
|  | NARROW 1697.4<br>(66.8) | LT215/85R16 | C11400 |  | 128.0<br>(5.0) | 2185.4<br>(86.0) | 1209.4<br>(47.6) | 129.6<br>(5.1) | 190.8<br>(7.5) | 392.9<br>(15.5) | 488.0<br>(19.2) | 6.10 | 134.9<br>(5.3) |

2001 C/K36 REAR AXLE/TIRE DATA CHART

**TD005374**

## C/K (15/25)(7)(03/53) 26 Gallon Fuel Tank

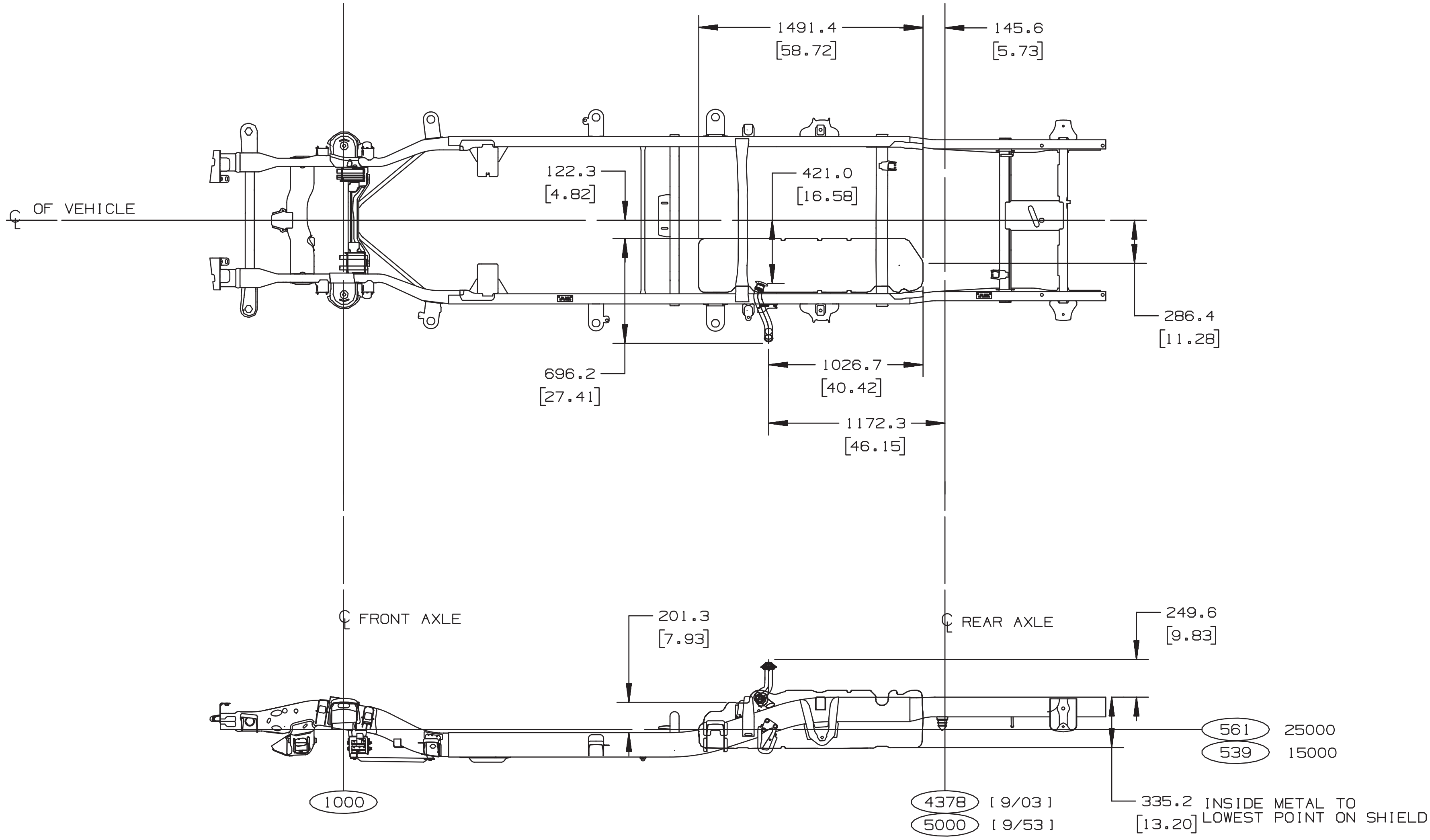

1136.4
[44.74]
145.6
[5.73]
117.3
[4.62]
286.4
[11.28]
℄ OF VEHICLE
424.4
[16.71]
671.7
[26.44]
701.2
[27.61]
817.3
[32.18]
℄ FRONT AXLE
℄ REAR AXLE
413.9
[16.29]
168.6
[6.64]
NO HOLE ZONE
561 [7/53]
539 [7/03]
387.0
[15.24]
INSIDE METAL TO LOWEST POINT ON SHIELD
1000
4023 [703]
4645 [753]

C/K(15/25)(7)(03/53) 26 GALLON FUEL TANK

[ ] = INCHES

**TD005985a**

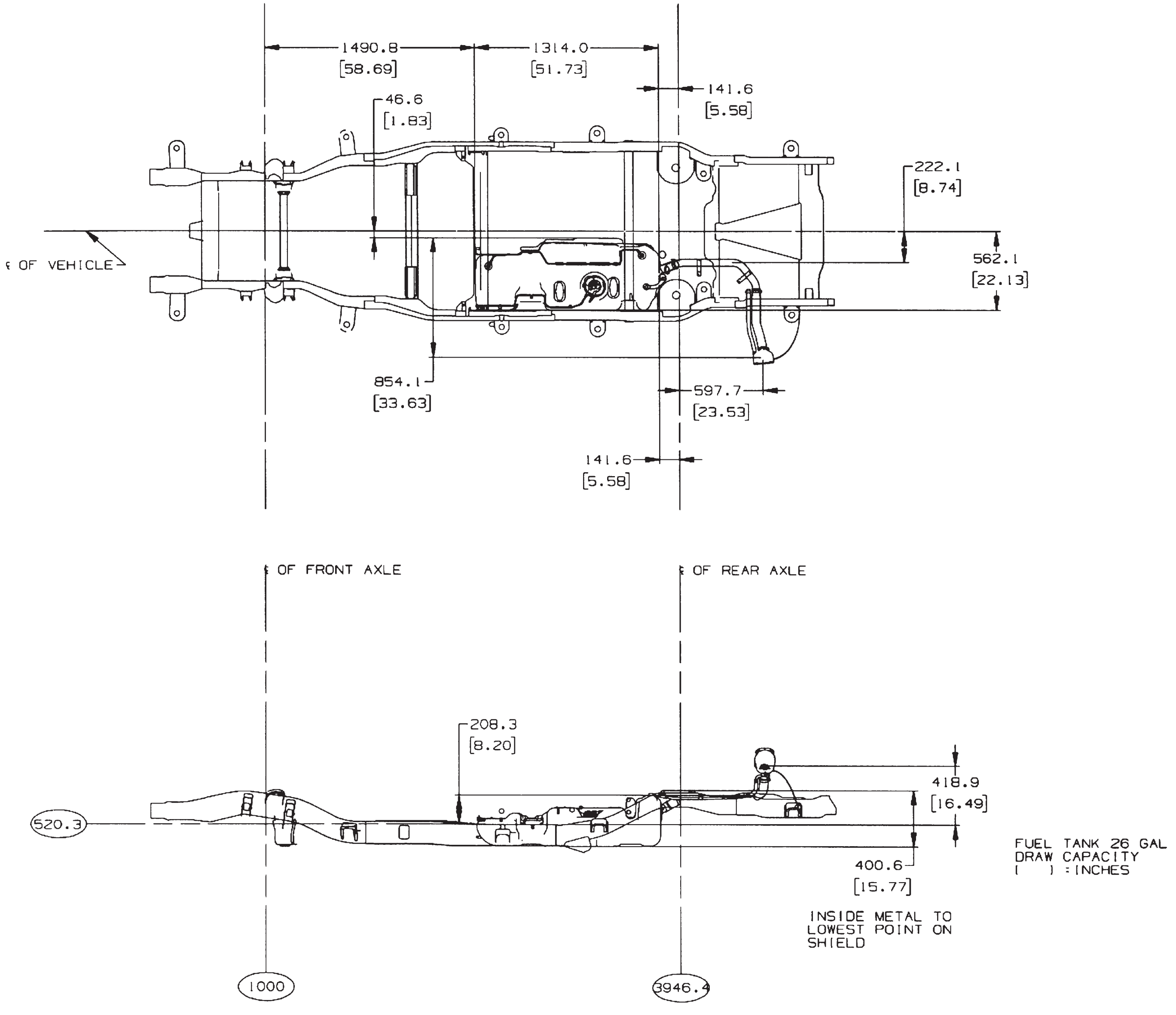
## C/K (15/25)(9)(03/53) 34 Gallon Fuel Tank


1491.4
[58.72]
145.6
[5.73]
122.3
[4.82]
421.0
[16.58]
℄ OF VEHICLE
286.4
[11.28]
696.2
[27.41]
1026.7
[40.42]
1172.3
[46.15]
℄ FRONT AXLE
201.3
[7.93]
℄ REAR AXLE
249.6
[9.83]
561 25000
539 15000
1000
4378 [9/03]
5000 [9/53]
335.2 INSIDE METAL TO
[13.20] LOWEST POINT ON SHIELD
[ ] = INCHES

C/K(15/25)(9)(03/53)34 GALLON FUEL TANK

**TD005985b**

## C/K 15706 26 Gallon Fuel Tank

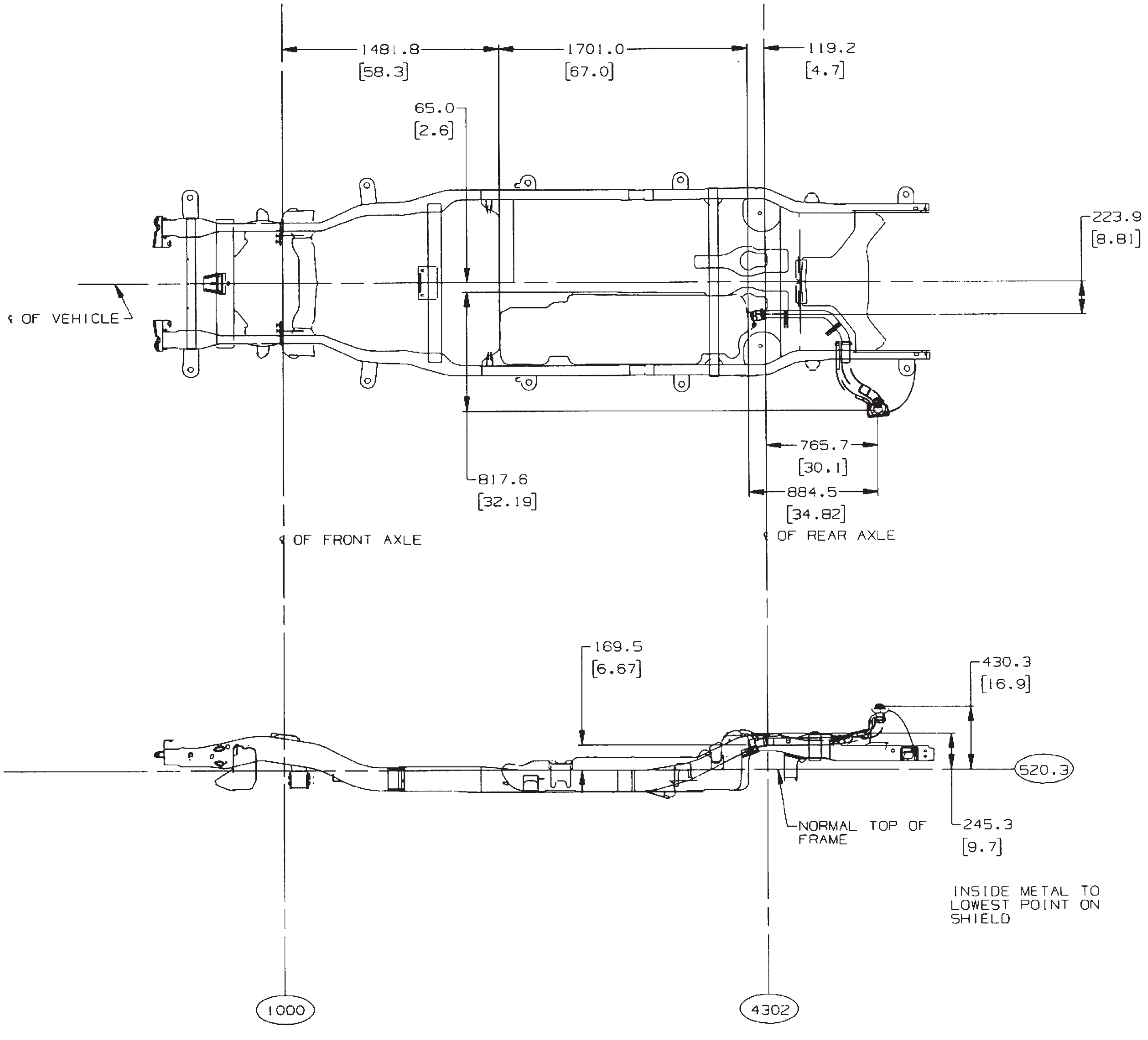

1490.8
[58.69]
1314.0
[51.73]
141.6
[5.58]
46.6
[1.83]
222.1
[8.74]
562.1
[22.13]
℄ OF VEHICLE
854.1
[33.63]
597.7
[23.53]
141.6
[5.58]
℄ OF FRONT AXLE
℄ OF REAR AXLE
208.3
[8.20]
418.9
[16.49]
520.3
400.6
[15.77]
1000
3946.4

FUEL TANK 26 GAL
DRAW CAPACITY
[ ] : INCHES

INSIDE METAL TO
LOWEST POINT ON
SHIELD

**TD005364**

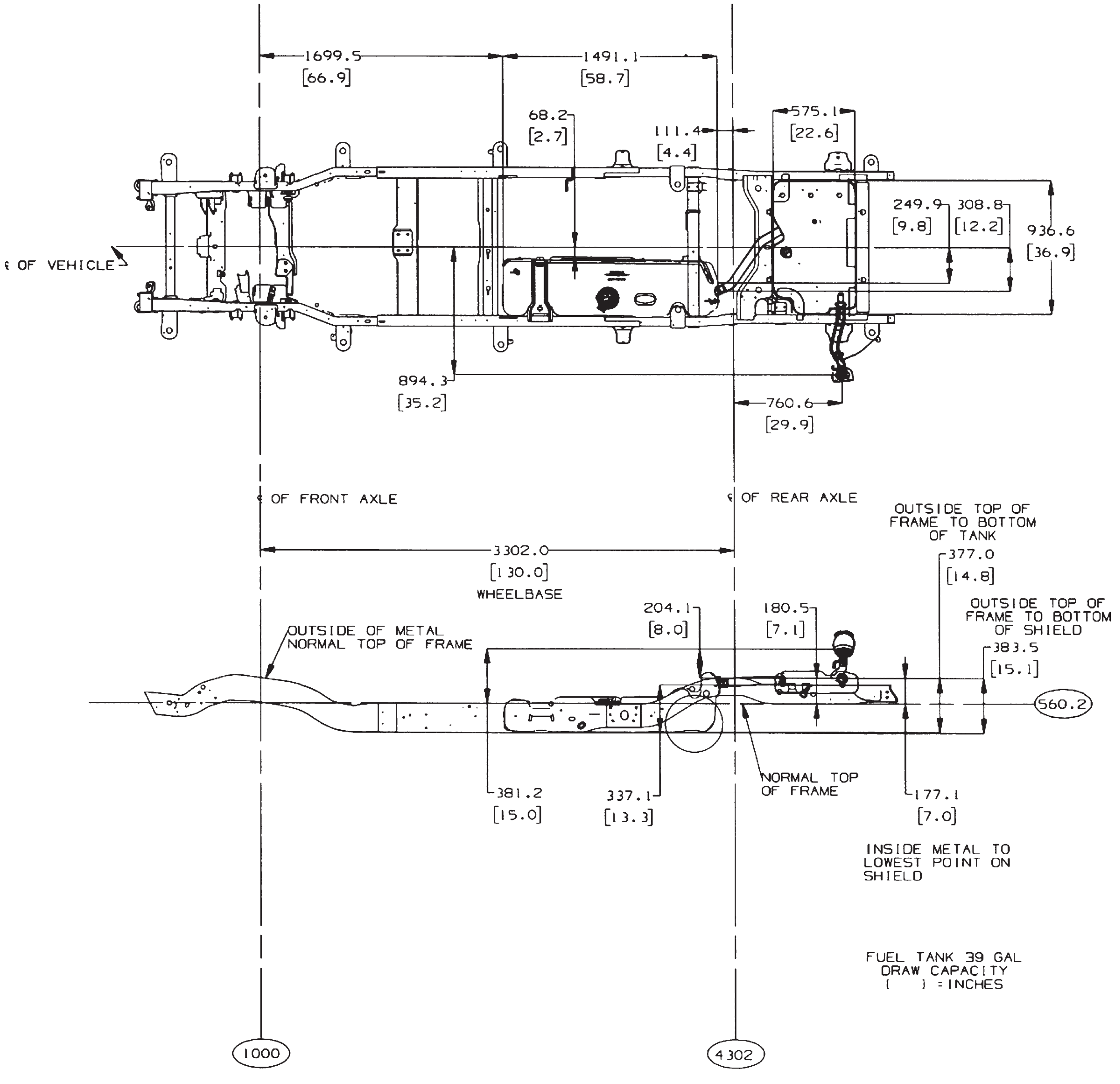
## C/K 15906 33 Gallon Fuel Tank


1481.8
[58.3]
1701.0
[67.0]
119.2
[4.7]
65.0
[2.6]
223.9
[8.81]
℄ OF VEHICLE
765.7
[30.1]
817.6
[32.19]
884.5
[34.82]
℄ OF FRONT AXLE
℄ OF REAR AXLE
169.5
[6.67]
430.3
[16.9]
520.3
NORMAL TOP OF FRAME
245.3
[9.7]
1000
4302

INSIDE METAL TO LOWEST POINT ON SHIELD

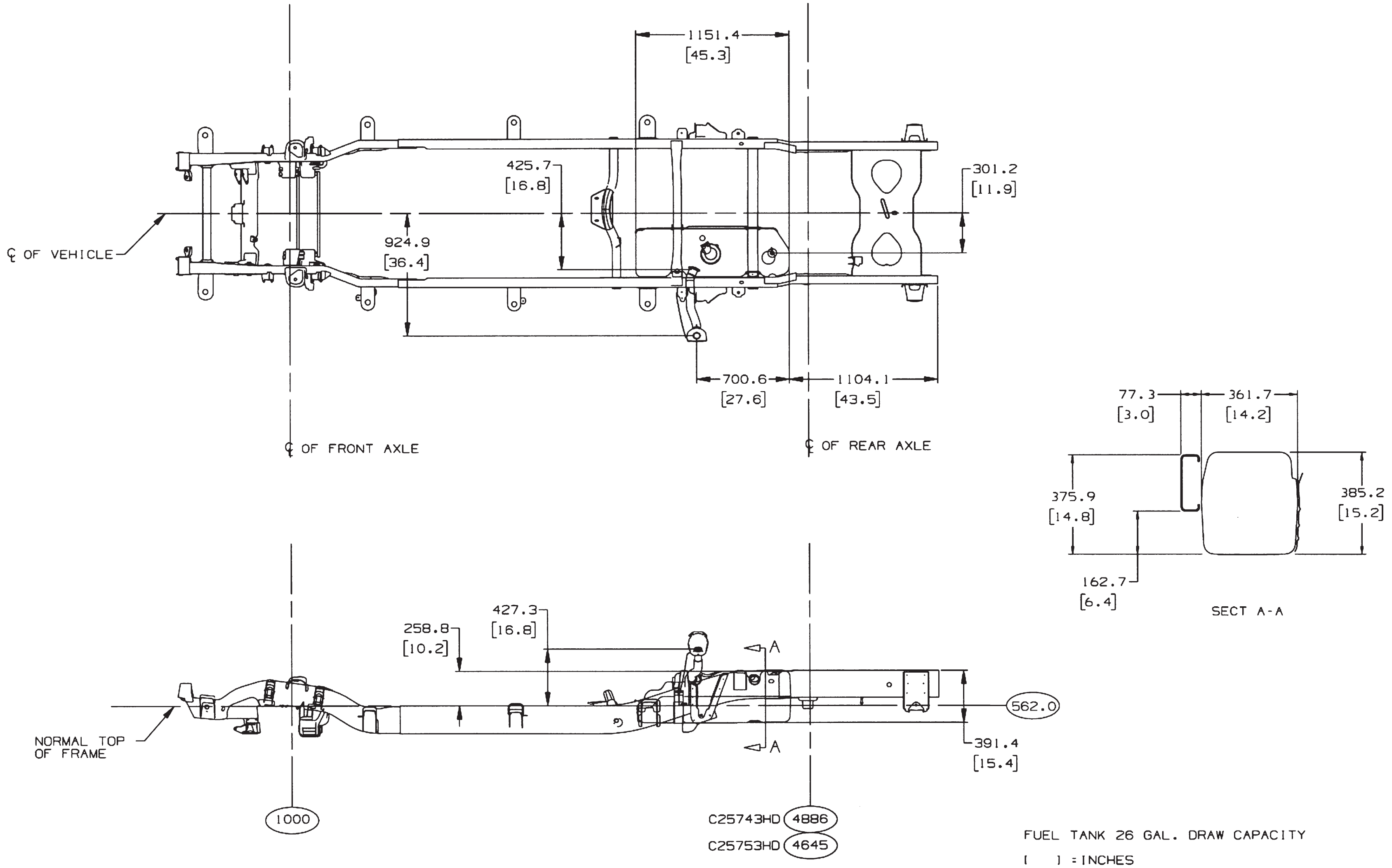
**TD005365**

## C/K 25906 36 Gallon Fuel Tank


1699.5
[66.9]
1491.1
[58.7]
68.2
[2.7]
111.4
[4.4]
575.1
[22.6]
249.9
[9.8]
308.8
[12.2]
936.6
[36.9]
℄ OF VEHICLE
894.3
[35.2]
760.6
[29.9]
℄ OF FRONT AXLE
℄ OF REAR AXLE
3302.0
[130.0]
WHEELBASE
OUTSIDE TOP OF FRAME TO BOTTOM OF TANK
377.0
[14.8]
OUTSIDE OF METAL NORMAL TOP OF FRAME
204.1
[8.0]
180.5
[7.1]
OUTSIDE TOP OF FRAME TO BOTTOM OF SHIELD
383.5
[15.1]
560.2
381.2
[15.0]
337.1
[13.3]
NORMAL TOP OF FRAME
177.1
[7.0]
INSIDE METAL TO LOWEST POINT ON SHIELD
FUEL TANK 39 GAL DRAW CAPACITY
[ ] = INCHES
1000
4302

TD005363

## C/K (25HD) (7) (43/53) 26 Gallon Fuel Tank


1151.4
[45.3]
425.7
[16.8]
301.2
[11.9]
924.9
[36.4]
℄ OF VEHICLE
700.6
[27.6]
1104.1
[43.5]
℄ OF FRONT AXLE
℄ OF REAR AXLE
77.3
[3.0]
361.7
[14.2]
375.9
[14.8]
385.2
[15.2]
162.7
[6.4]
SECT A-A
427.3
[16.8]
258.8
[10.2]
A
A
562.0
391.4
[15.4]
NORMAL TOP OF FRAME
1000
C25743HD 4886
C25753HD 4645

FUEL TANK 26 GAL. DRAW CAPACITY

[ ] = INCHES

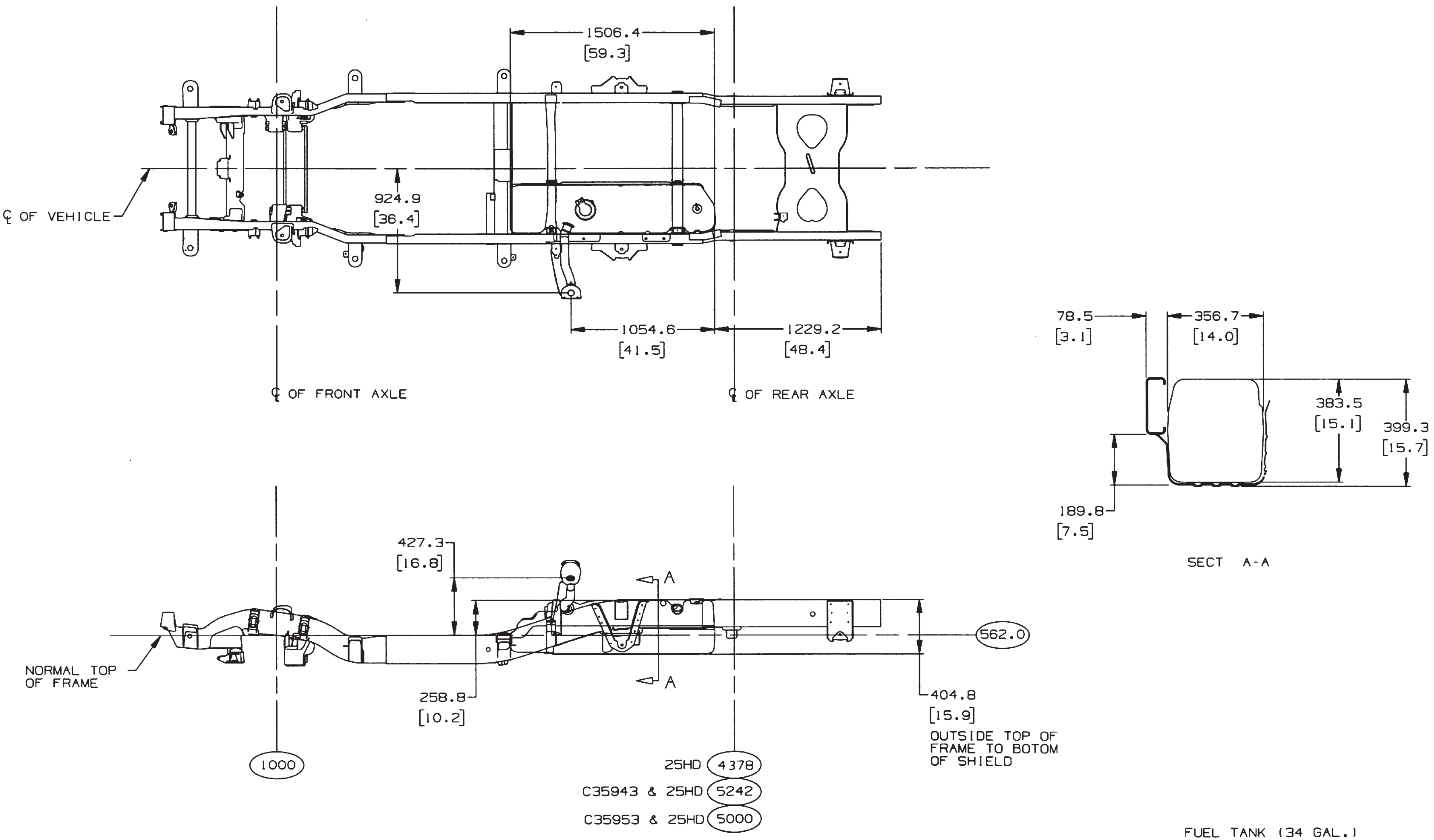
DATA BASED ON 25700

[ ] = INCHES

UNLESS OTHERWISE SPECIFIED DIMENSIONS
ARE TO OUTSIDE OF METAL

**TD005366**

## C/K (25HD/35) (9) (03/43/53) 34 Gallon Fuel Tank


1506.4
[59.3]
924.9
[36.4]
℄ OF VEHICLE
1054.6
[41.5]
1229.2
[48.4]
℄ OF FRONT AXLE
℄ OF REAR AXLE
78.5
[3.1]
356.7
[14.0]
383.5
[15.1]
399.3
[15.7]
189.8
[7.5]
SECT A-A
427.3
[16.8]
A
A
562.0
NORMAL TOP OF FRAME
258.8
[10.2]
404.8
[15.9]
OUTSIDE TOP OF FRAME TO BOTOM OF SHIELD
1000
25HD 4378
C35943 & 25HD 5242
C35953 & 25HD 5000

FUEL TANK (34 GAL.)
DRAW CAPACITY

[ ] = INCHES

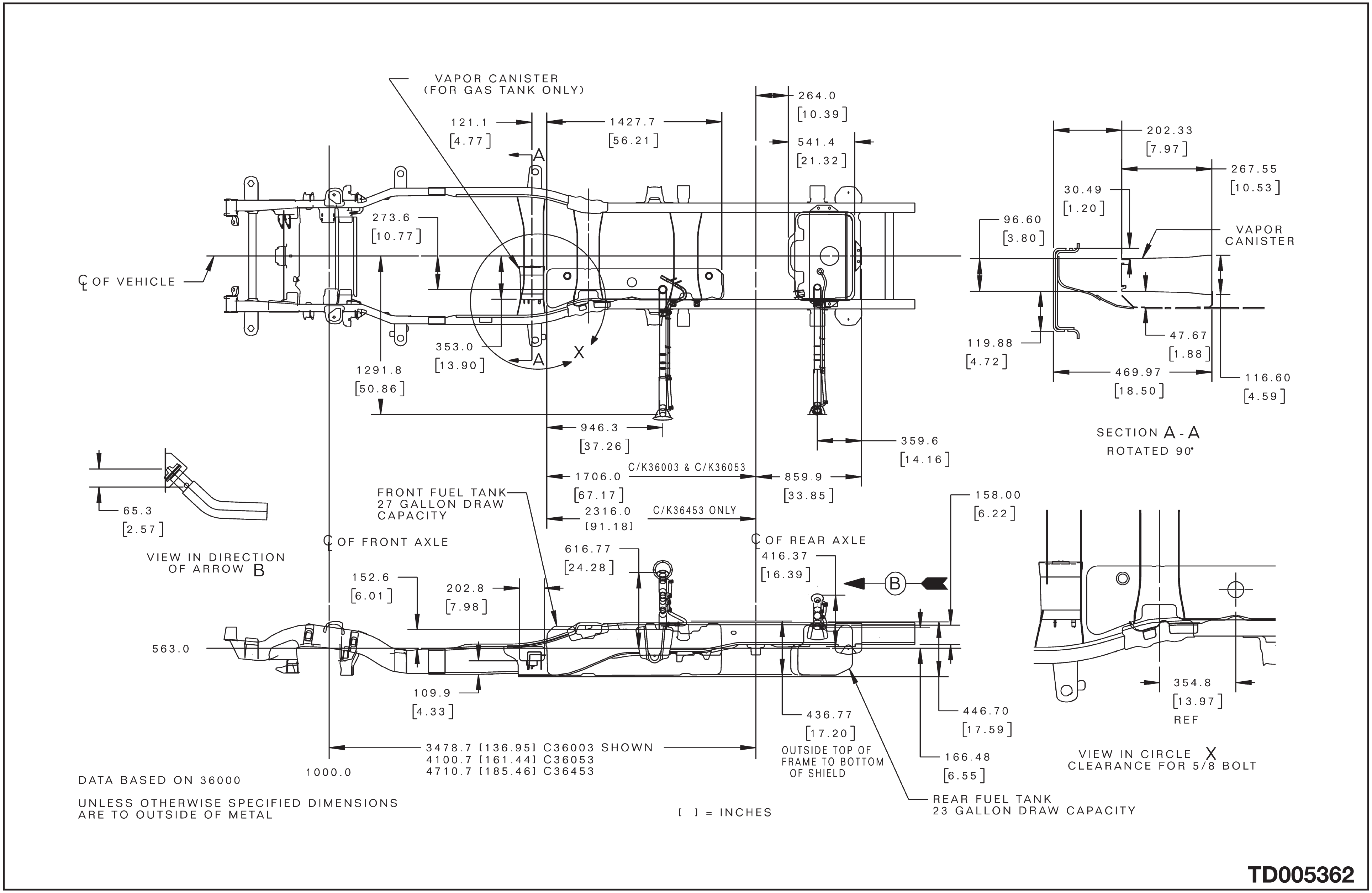
DATA BASED ON 35900

[ ] = INCHES

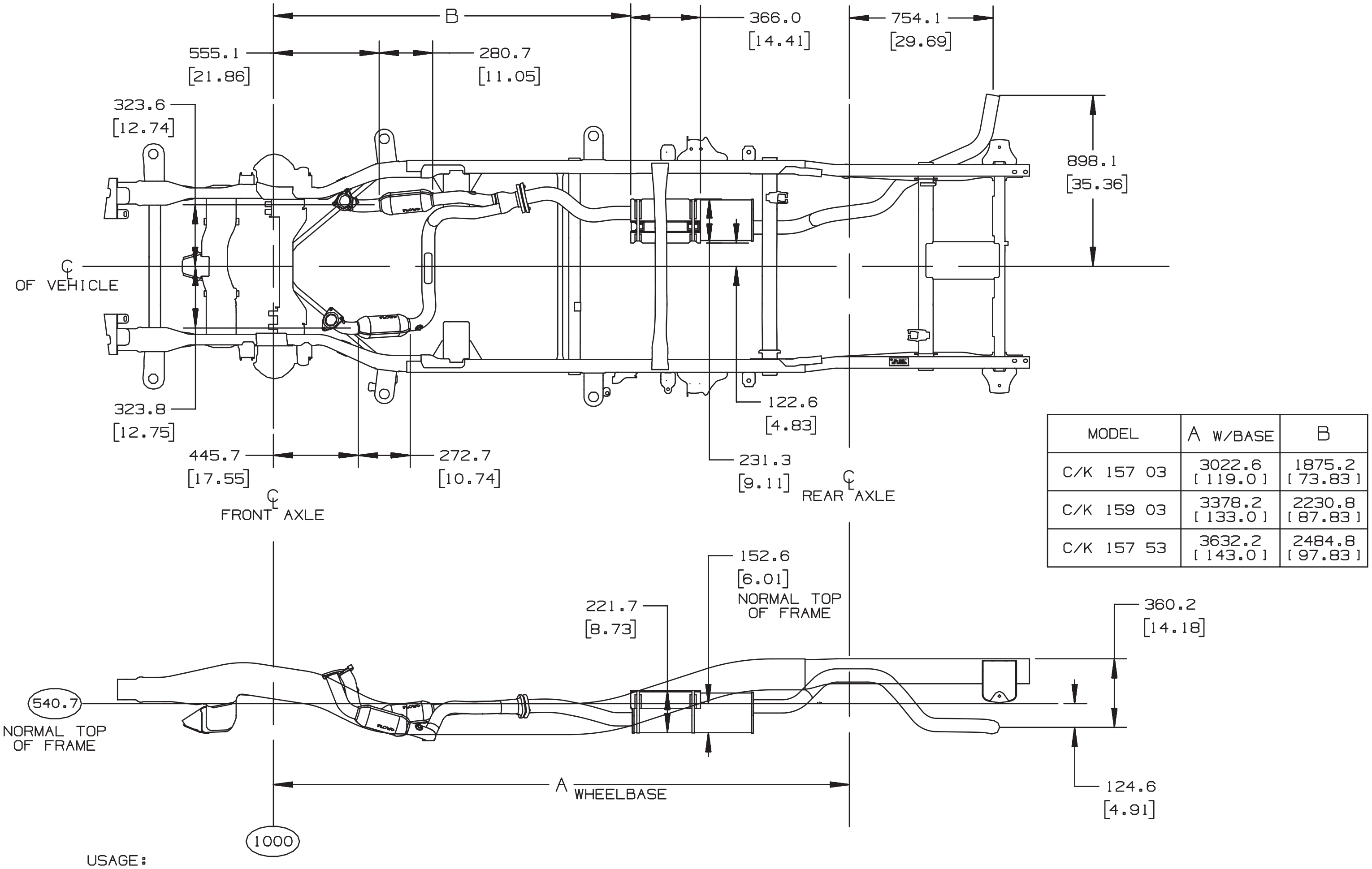
UNLESS OTHERWISE SPECIFIED DIMENSIONS
ARE TO OUTSIDE OF METAL

**TD005367**

## C/K 36 23/27 Gallon Fuel Tank


VAPOR CANISTER (FOR GAS TANK ONLY)
121.1 [4.77]
1427.7 [56.21]
264.0 [10.39]
541.4 [21.32]
A
273.6 [10.77]
℄ OF VEHICLE
353.0 [13.90]
1291.8 [50.86]
X
A
946.3 [37.26]
359.6 [14.16]
1706.0 [67.17]
C/K36003 & C/K36053
859.9 [33.85]
2316.0 [91.18]
C/K36453 ONLY
202.33 [7.97]
267.55 [10.53]
30.49 [1.20]
96.60 [3.80]
VAPOR CANISTER
119.88 [4.72]
47.67 [1.88]
469.97 [18.50]
116.60 [4.59]
SECTION A-A
ROTATED 90°
65.3 [2.57]
VIEW IN DIRECTION OF ARROW B
FRONT FUEL TANK 27 GALLON DRAW CAPACITY
℄ OF FRONT AXLE
616.77 [24.28]
℄ OF REAR AXLE
416.37 [16.39]
B
158.00 [6.22]
152.6 [6.01]
202.8 [7.98]
563.0
109.9 [4.33]
436.77 [17.20]
OUTSIDE TOP OF FRAME TO BOTTOM OF SHIELD
446.70 [17.59]
166.48 [6.55]
354.8 [13.97] REF
VIEW IN CIRCLE X
CLEARANCE FOR 5/8 BOLT
3478.7 [136.95] C36003 SHOWN
4100.7 [161.44] C36053
4710.7 [185.46] C36453
1000.0
DATA BASED ON 36000
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE TO OUTSIDE OF METAL
[ ] = INCHES
REAR FUEL TANK 23 GALLON DRAW CAPACITY
TD005362

## 4.3 L V6 Gas Engine, Pickup, Option LU3 and L35


B
366.0
[14.41]
754.1
[29.69]
555.1
[21.86]
280.7
[11.05]
323.6
[12.74]
898.1
[35.36]
℄
OF VEHICLE
323.8
[12.75]
122.6
[4.83]
445.7
[17.55]
272.7
[10.74]
231.3
[9.11]
℄
REAR AXLE
℄
FRONT AXLE
152.6
[6.01]
NORMAL TOP
OF FRAME
221.7
[8.73]
360.2
[14.18]
540.7
NORMAL TOP
OF FRAME
A WHEELBASE
124.6
[4.91]
1000

| MODEL | A W/BASE | B |
|---|---|---|
| C/K 157 03 | 3022.6<br>[ 119.0 ] | 1875.2<br>[ 73.83 ] |
| C/K 159 03 | 3378.2<br>[ 133.0 ] | 2230.8<br>[ 87.83 ] |
| C/K 157 53 | 3632.2<br>[ 143.0 ] | 2484.8<br>[ 97.83 ] |

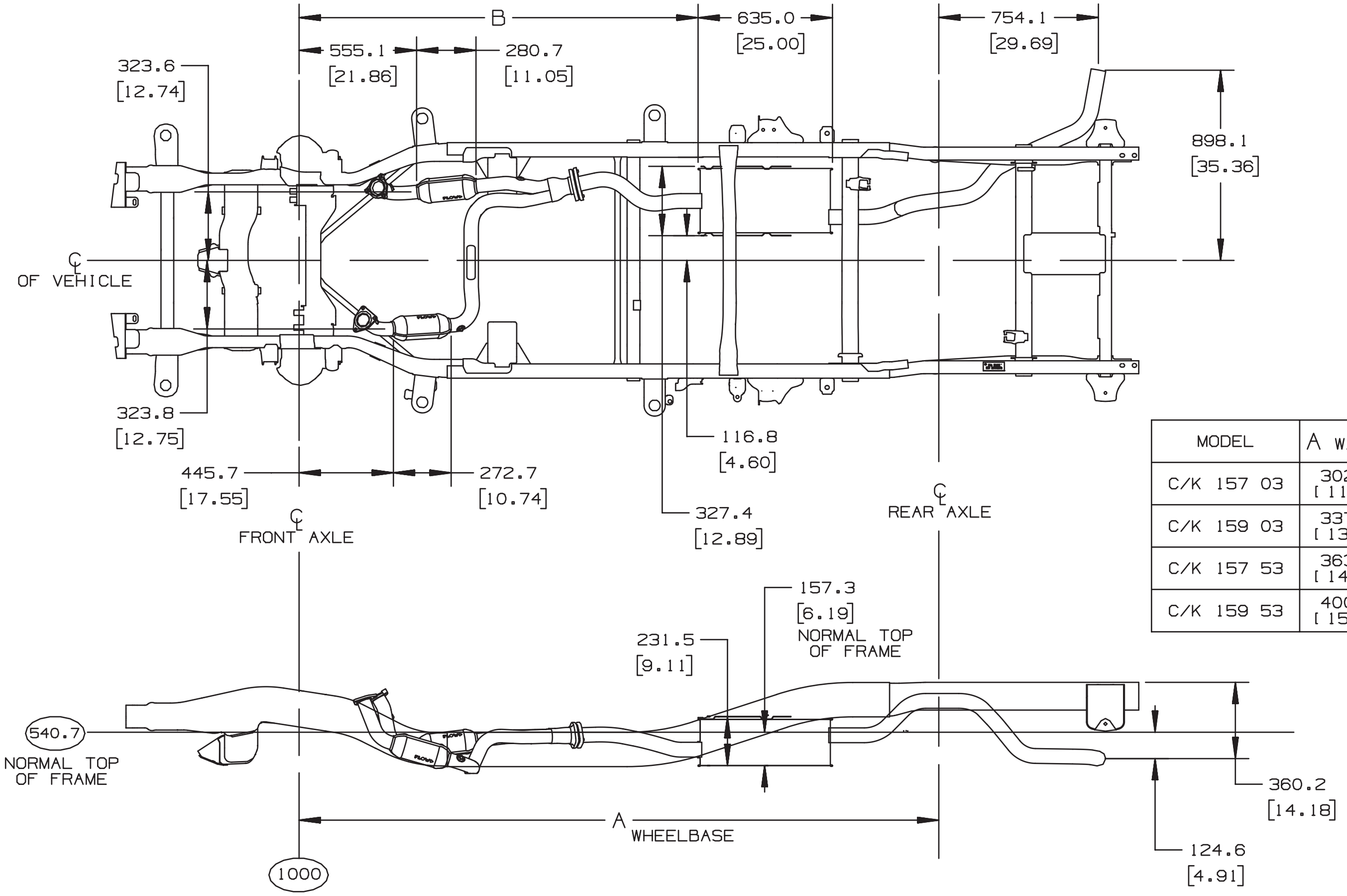
| PARTS SHOWN: | USAGE: | |
|---|---|---|
| FRAME ASM. | CK157 03 | |
| CONVERTER ASM. | CK100 00 | &LM7/LR4/LU3&NC1/NF4 |
| MUFFLER ASM. | CK157 03 | &LU3/L35&NC1/NF2 |

ENGINE OPTION: LU3&L35 SHOWN

[ ] = INCHES

**TD005984d**

## 4.8 and 5.3 L V8 Gas Engine, Pickup, Option LR4 and LM7


B
635.0
[25.00]
754.1
[29.69]
555.1
[21.86]
280.7
[11.05]
323.6
[12.74]
898.1
[35.36]
℄
OF VEHICLE
323.8
[12.75]
116.8
[4.60]
445.7
[17.55]
272.7
[10.74]
℄
FRONT AXLE
327.4
[12.89]
℄
REAR AXLE
157.3
[6.19]
NORMAL TOP
OF FRAME
231.5
[9.11]
540.7
NORMAL TOP
OF FRAME
360.2
[14.18]
A
WHEELBASE
124.6
[4.91]
1000

| MODEL | A W/BASE | B |
|---|---|---|
| C/K 157 03 | 3022.6<br>[ 119.0 ] | 1885.2<br>[ 74.22 ] |
| C/K 159 03 | 3378.2<br>[ 133.0 ] | 2240.8<br>[ 88.22 ] |
| C/K 157 53 | 3632.2<br>[ 143.0 ] | 2494.8<br>[ 98.22 ] |
| C/K 159 53 | 4000.5<br>[ 157.5 ] | 2863.1<br>[ 112.72 ] |

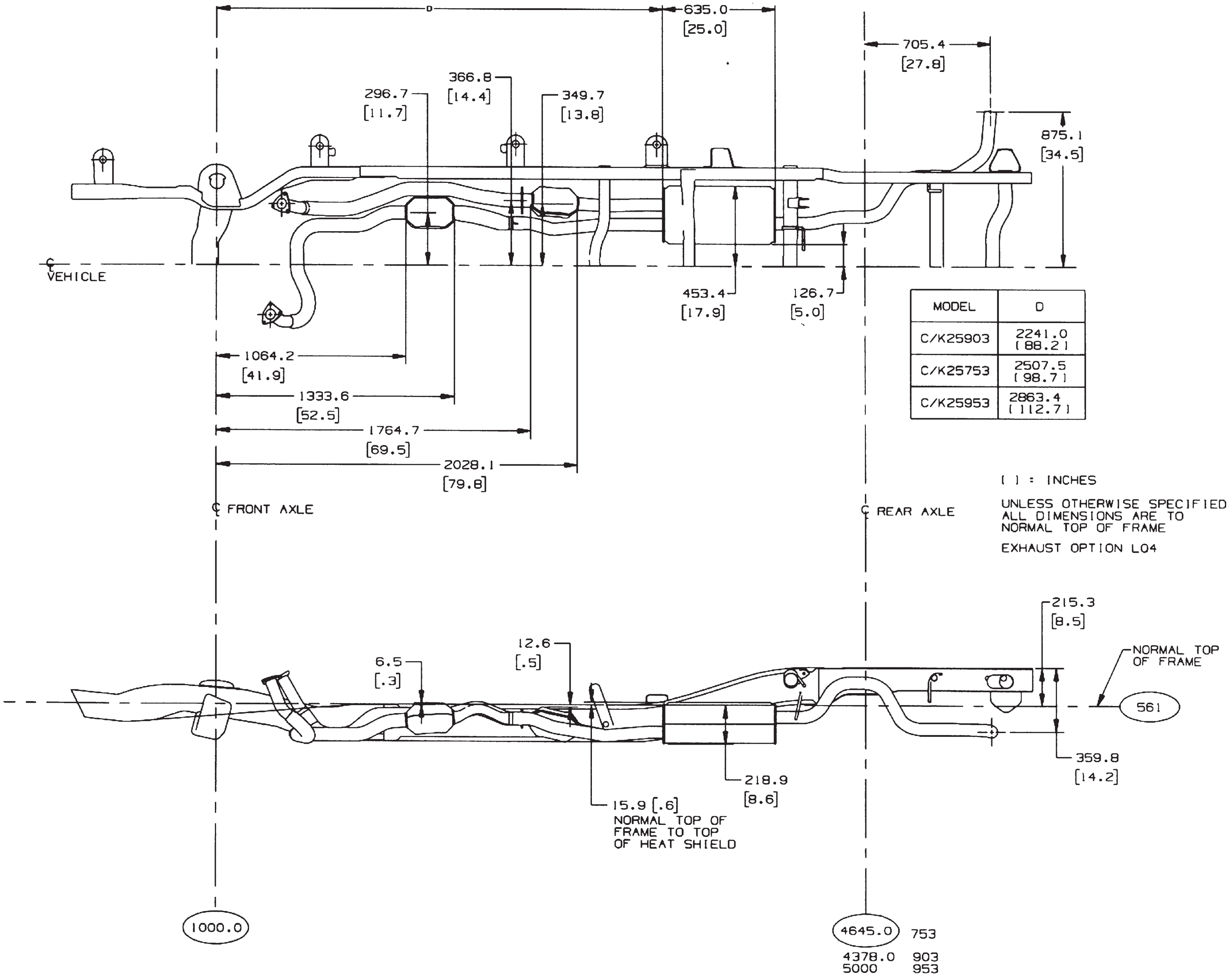
| PARTS SHOWN: | USAGE: |
|---|---|
| FRAME ASM. | CK157 03 |
| CONVERTER ASM. | CK100 00 &LM7/LR4/L35&NF2 |
| MUFFLER ASM. | C 157 03 &LM7/LR4&NC1/NC8/NF2/NF4-N12 |

ENGINE OPTION: LR4&LM7 SHOWN

[ ] = INCHES

**TD005984c**

## 6.0 L V8 Gas Engine, Pickup, Option LQ4


D
635.0
[25.0]
705.4
[27.8]
366.8
[14.4]
296.7
[11.7]
349.7
[13.8]
875.1
[34.5]
℄ VEHICLE
453.4
[17.9]
126.7
[5.0]
1064.2
[41.9]
1333.6
[52.5]
1764.7
[69.5]
2028.1
[79.8]
℄ FRONT AXLE
℄ REAR AXLE
215.3
[8.5]
NORMAL TOP OF FRAME
561
12.6
[.5]
6.5
[.3]
359.8
[14.2]
218.9
[8.6]
15.9 [.6] NORMAL TOP OF FRAME TO TOP OF HEAT SHIELD
1000.0
4645.0 753
4378.0 903
5000 953

| MODEL | D |
|---|---|
| C/K25903 | 2241.0<br>[88.2] |
| C/K25753 | 2507.5<br>[98.7] |
| C/K25953 | 2863.4<br>[112.7] |

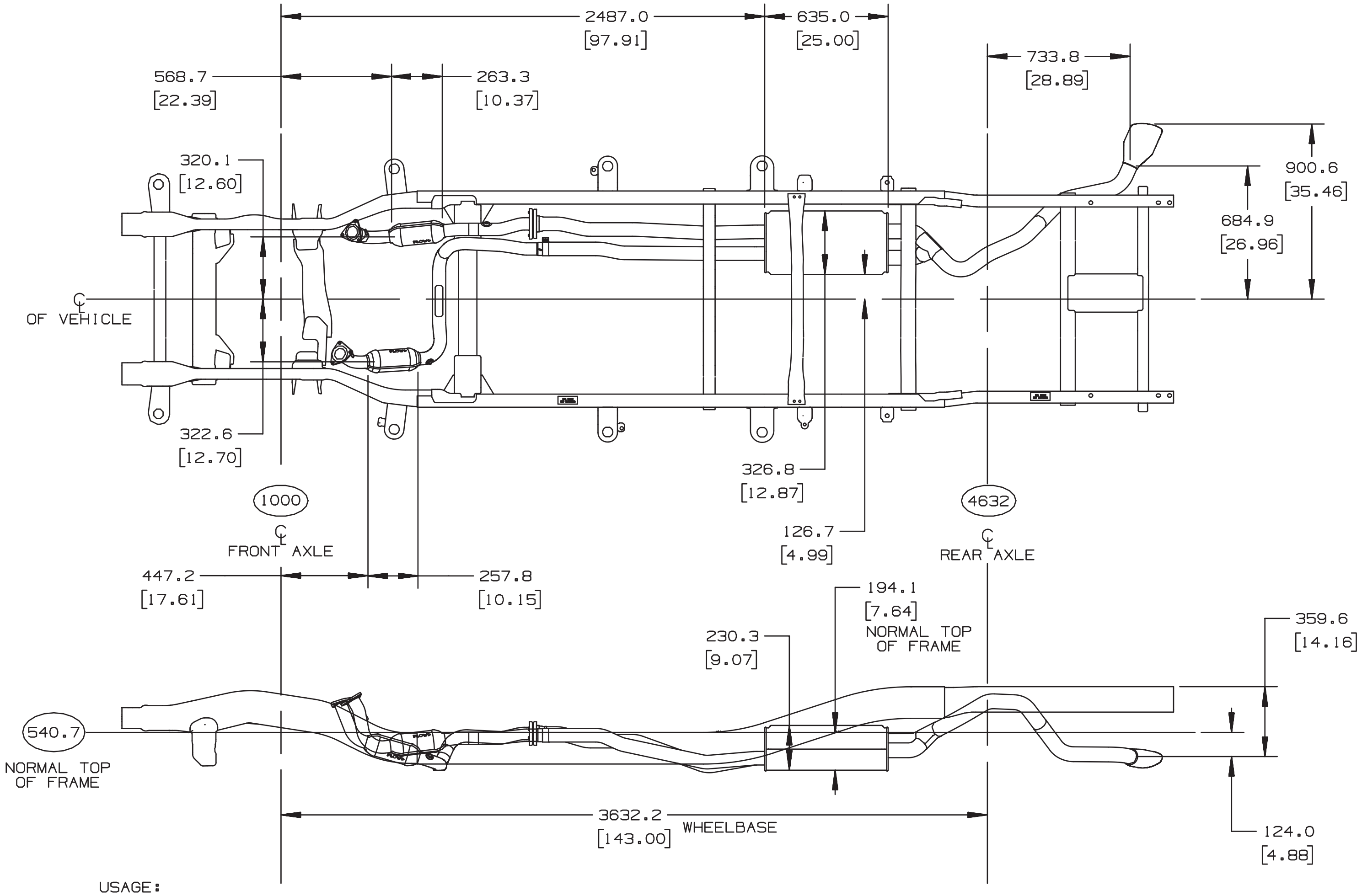
[ ] : INCHES

UNLESS OTHERWISE SPECIFIED ALL DIMENSIONS ARE TO NORMAL TOP OF FRAME

EXHAUST OPTION LQ4

**TD005332**

## 6.0 L V8 Gas Engine, Pickup, Option LQ4 w/NYS (Quad Steering)


2487.0
[97.91]
635.0
[25.00]
733.8
[28.89]
568.7
[22.39]
263.3
[10.37]
320.1
[12.60]
900.6
[35.46]
684.9
[26.96]
℄ OF VEHICLE
322.6
[12.70]
326.8
[12.87]
1000
℄ FRONT AXLE
4632
℄ REAR AXLE
126.7
[4.99]
447.2
[17.61]
257.8
[10.15]
194.1
[7.64]
NORMAL TOP OF FRAME
230.3
[9.07]
359.6
[14.16]
540.7
NORMAL TOP OF FRAME
3632.2
[143.00]
WHEELBASE
124.0
[4.88]

| PARTS SHOWN: | USAGE: | |
|---|---|---|
| FRAME ASM. | K157 53 | |
| CONVERTER ASM. | K157 53 | &LQ4/LQ9&NC1&Y91 |
| MUFFLER ASM. | K157 53 | &LQ4/NC1/NF2&NYS&Y91 |

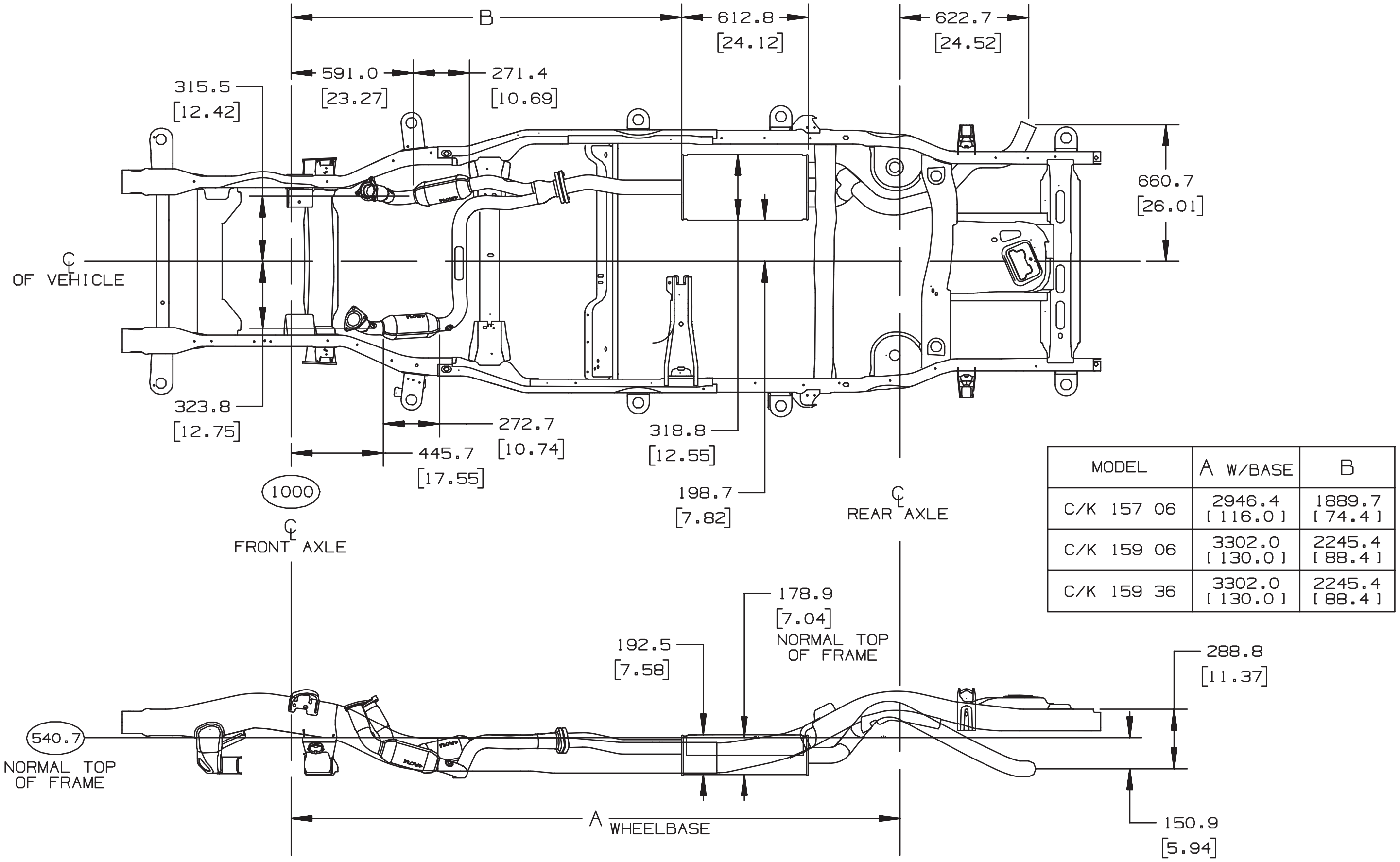
K157 53

ENGINE OPTION: LQ4 SHOWN

[ ] = INCHES

**TD005984a**

## 5.3 L V8 Gas Engine, Utility, Option LM7


B
612.8
[24.12]
622.7
[24.52]
591.0
[23.27]
271.4
[10.69]
315.5
[12.42]
660.7
[26.01]
℄
OF VEHICLE
323.8
[12.75]
272.7
[10.74]
318.8
[12.55]
445.7
[17.55]
1000
℄
FRONT AXLE
198.7
[7.82]
℄
REAR AXLE
178.9
[7.04]
NORMAL TOP
OF FRAME
192.5
[7.58]
288.8
[11.37]
540.7
NORMAL TOP
OF FRAME
A WHEELBASE
150.9
[5.94]

| MODEL | A W/BASE | B |
|---|---|---|
| C/K 157 06 | 2946.4<br>[116.0] | 1889.7<br>[74.4] |
| C/K 159 06 | 3302.0<br>[130.0] | 2245.4<br>[88.4] |
| C/K 159 36 | 3302.0<br>[130.0] | 2245.4<br>[88.4] |

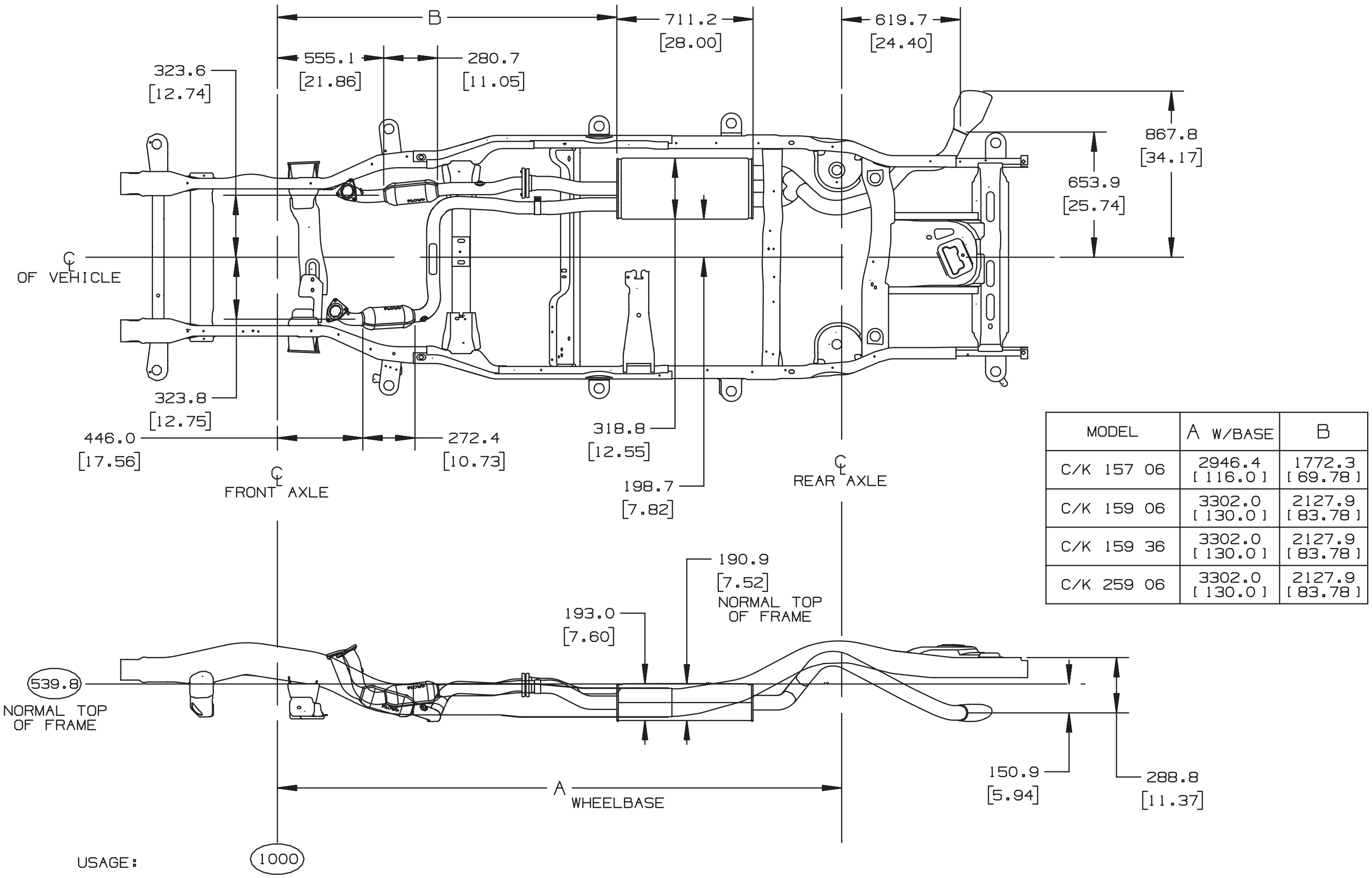
| PARTS SHOWN: | USAGE: | |
|---|---|---|
| FRAME ASM. | C 157 06 | |
| CONVERTER ASM. | CK100 00 | &LM7&NC8/NT3 |
| MUFFLER ASM. | C 157 06 | &LM7&NC8/NF2&Y91 |

ENGINE OPTION: LM7 SHOWN

[ ] = INCHES

TD005984b

## 6.0 L V8 Gas Engine, Utility, Option LQ4 and LQ9


B
711.2
[28.00]
619.7
[24.40]
555.1
[21.86]
280.7
[11.05]
323.6
[12.74]
867.8
[34.17]
653.9
[25.74]
℄ OF VEHICLE
323.8
[12.75]
446.0
[17.56]
272.4
[10.73]
318.8
[12.55]
℄ FRONT AXLE
198.7
[7.82]
℄ REAR AXLE
190.9
[7.52]
NORMAL TOP OF FRAME
193.0
[7.60]
539.8
NORMAL TOP OF FRAME
150.9
[5.94]
288.8
[11.37]
A WHEELBASE
1000

| MODEL | A W/BASE | B |
|---|---|---|
| C/K 157 06 | 2946.4<br>[116.0] | 1772.3<br>[69.78] |
| C/K 159 06 | 3302.0<br>[130.0] | 2127.9<br>[83.78] |
| C/K 159 36 | 3302.0<br>[130.0] | 2127.9<br>[83.78] |
| C/K 259 06 | 3302.0<br>[130.0] | 2127.9<br>[83.78] |

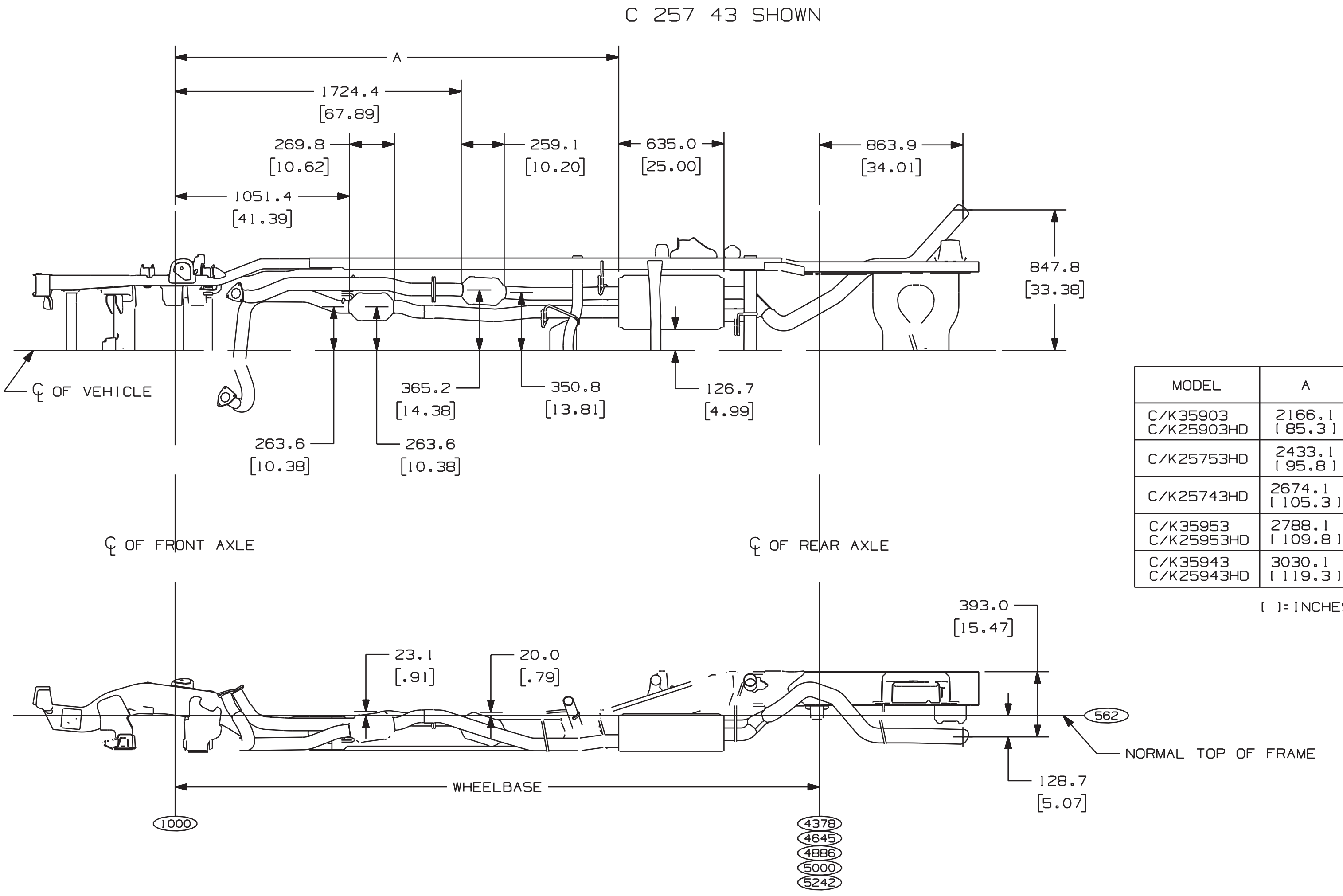
| PARTS SHOWN: | USAGE: |
|---|---|
| FRAME ASM. | K157 06 |
| CONVERTER ASM. | K100 0636 &LQ4/LQ9&NC1&Y91 |
| MUFFLER ASM. | K157 06 &LQ4/LQ9&NC1/NF2&Y91 |

ENGINE OPTION: LQ4&LQ9 SHOWN

[ ] = INCHES

**TD005984e**

## 8.1 L V8 Gas Engine, Option L18

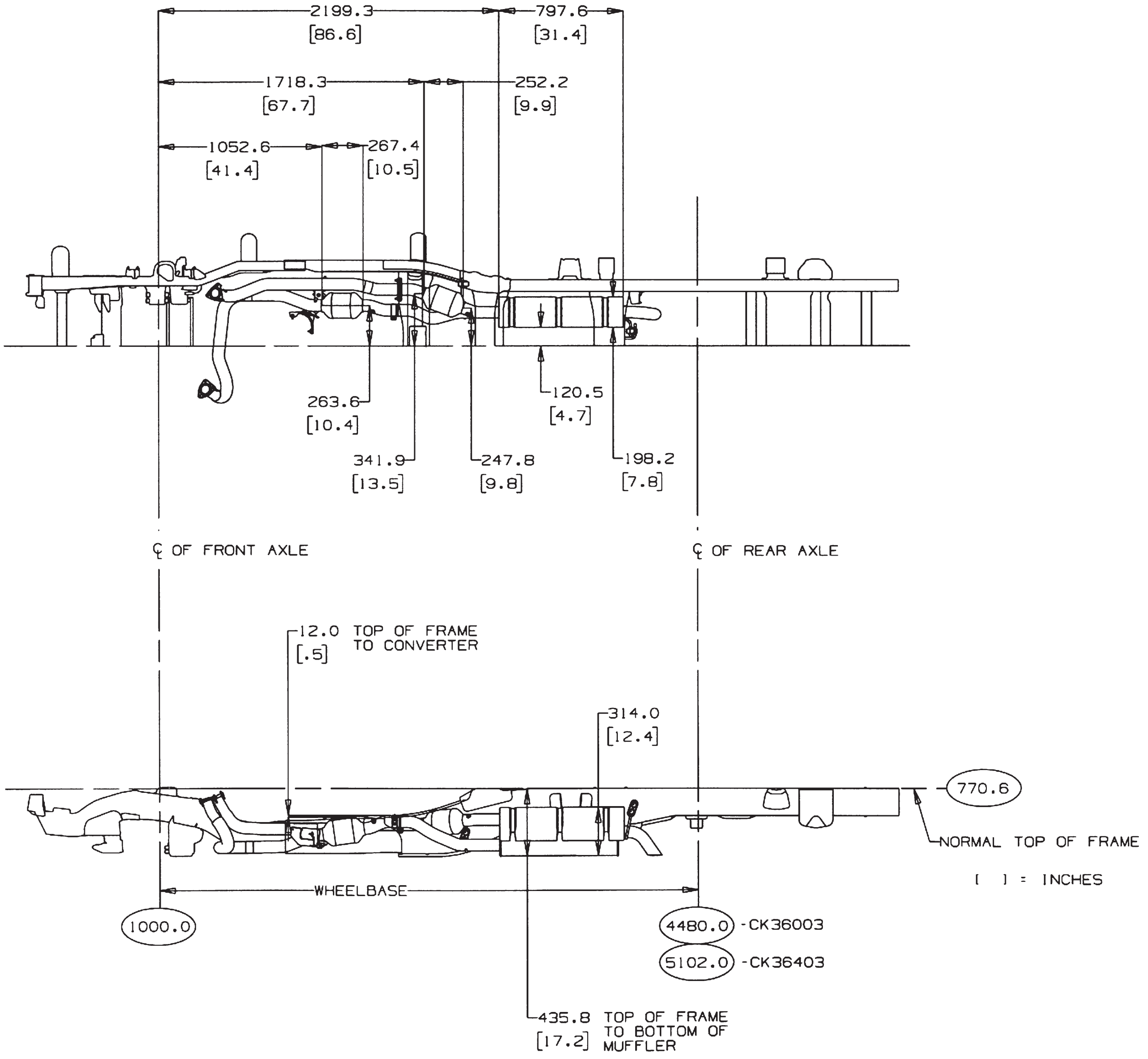

C 257 43 SHOWN
A
1724.4
[67.89]
269.8
[10.62]
259.1
[10.20]
635.0
[25.00]
863.9
[34.01]
1051.4
[41.39]
847.8
[33.38]
℄ OF VEHICLE
365.2
[14.38]
350.8
[13.81]
126.7
[4.99]
263.6
[10.38]
263.6
[10.38]
℄ OF FRONT AXLE
℄ OF REAR AXLE
393.0
[15.47]
23.1
[.91]
20.0
[.79]
562
NORMAL TOP OF FRAME
128.7
[5.07]
WHEELBASE
1000
4378
4645
4886
5000
5242

| MODEL | A | WHEELBASE |
|---|---|---|
| C/K35903<br>C/K25903HD | 2166.1<br>[ 85.3 ] | 3378.0<br>[ 133.0 ] |
| C/K25753HD | 2433.1<br>[ 95.8 ] | 3645.0<br>[ 143.5 ] |
| C/K25743HD | 2674.1<br>[ 105.3 ] | 3886.0<br>[ 153.0 ] |
| C/K35953<br>C/K25953HD | 2788.1<br>[ 109.8 ] | 4000.0<br>[ 157.5 ] |
| C/K35943<br>C/K25943HD | 3030.1<br>[ 119.3 ] | 4242.0<br>[ 167.0 ] |

[ ]= INCHES

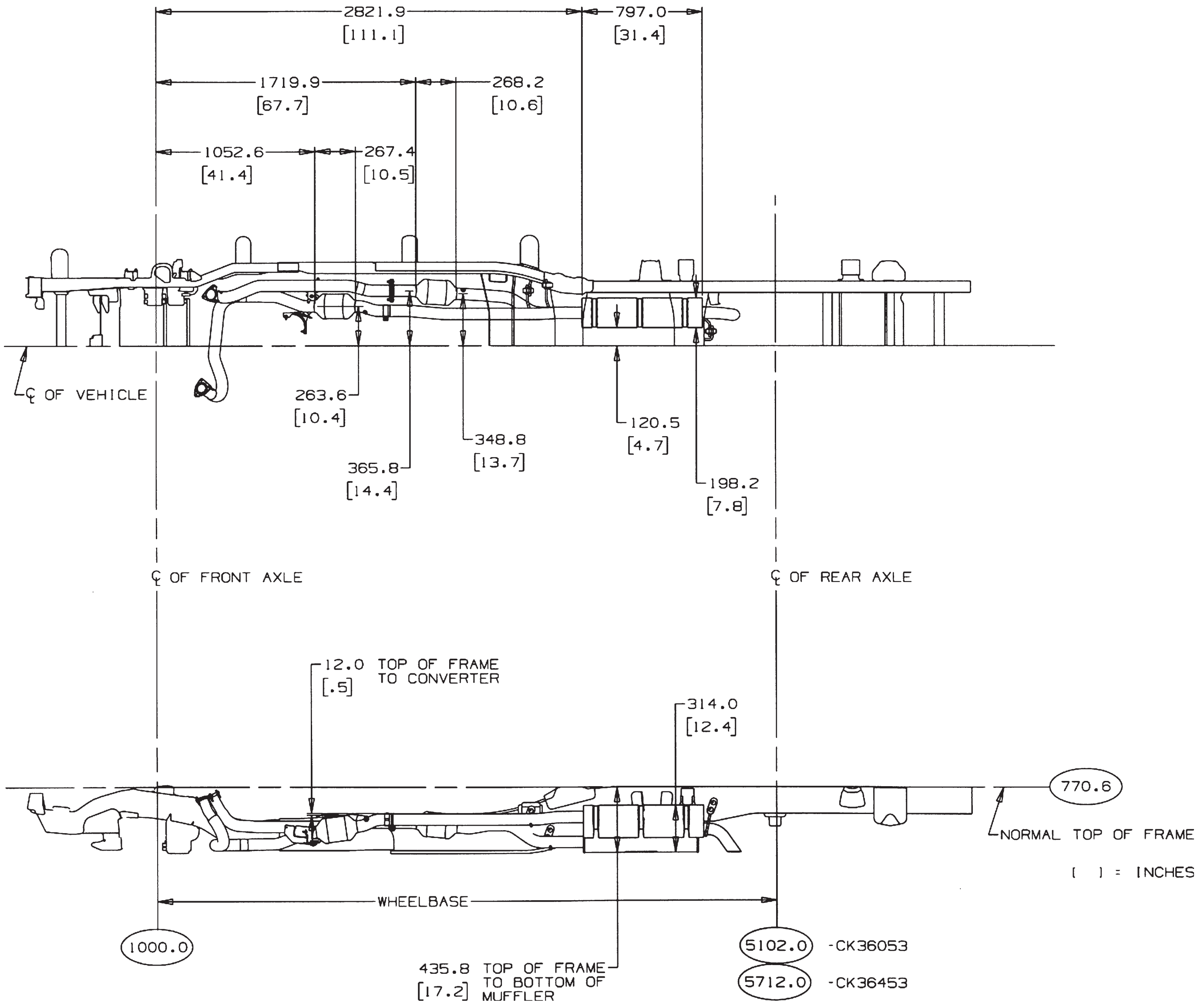
TD005753

## C/K 36 (03) 8.1 L V8 Gas Engine, Option L18


2199.3
[86.6]
797.6
[31.4]
1718.3
[67.7]
252.2
[9.9]
1052.6
[41.4]
267.4
[10.5]
263.6
[10.4]
120.5
[4.7]
341.9
[13.5]
247.8
[9.8]
198.2
[7.8]
℄ OF FRONT AXLE
℄ OF REAR AXLE
12.0 TOP OF FRAME TO CONVERTER
[.5]
314.0
[12.4]
770.6
NORMAL TOP OF FRAME
[ ] = INCHES
WHEELBASE
1000.0
4480.0 -CK36003
5102.0 -CK36403
435.8 TOP OF FRAME TO BOTTOM OF MUFFLER
[17.2]

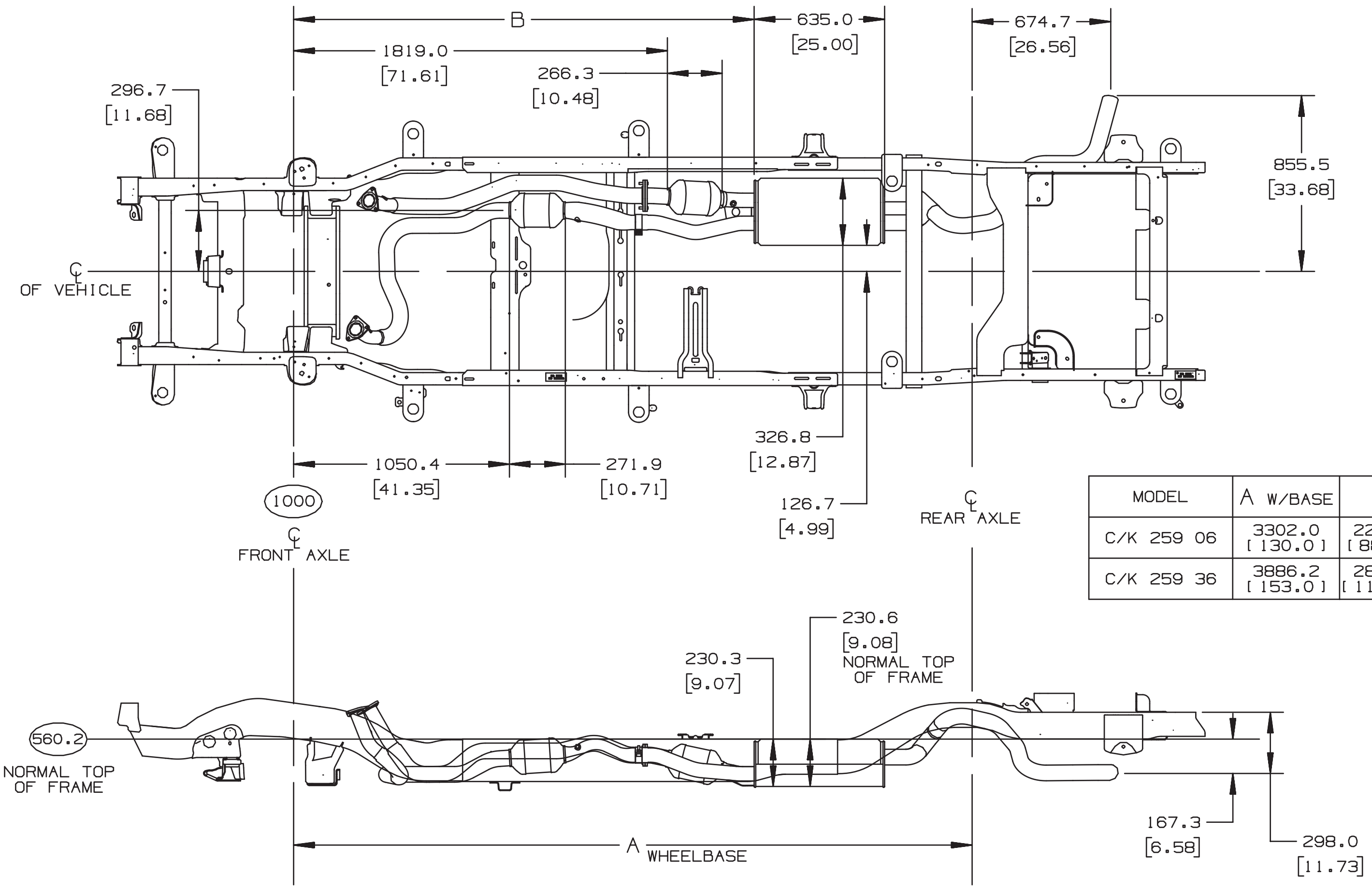
CK3603ALQ4

## C/K 36 (53) 8.1 L V8 Gas Engine, Option L18


2821.9
[111.1]
797.0
[31.4]
1719.9
[67.7]
268.2
[10.6]
1052.6
[41.4]
267.4
[10.5]
℄ OF VEHICLE
263.6
[10.4]
348.8
[13.7]
365.8
[14.4]
120.5
[4.7]
198.2
[7.8]
℄ OF FRONT AXLE
℄ OF REAR AXLE
12.0 TOP OF FRAME TO CONVERTER
[.5]
314.0
[12.4]
770.6
NORMAL TOP OF FRAME
[ ] = INCHES
WHEELBASE
1000.0
5102.0 -CK36053
5712.0 -CK36453
435.8 TOP OF FRAME TO BOTTOM OF MUFFLER
[17.2]

CK3653LQ4

## 8.1 L V8 Gas Engine, Utility, Option L18 (Federal)


B
635.0
[25.00]
674.7
[26.56]
1819.0
[71.61]
266.3
[10.48]
296.7
[11.68]
855.5
[33.68]
℄
OF VEHICLE
326.8
[12.87]
1050.4
[41.35]
271.9
[10.71]
126.7
[4.99]
1000
℄
FRONT AXLE
℄
REAR AXLE
230.6
[9.08]
NORMAL TOP
OF FRAME
230.3
[9.07]
560.2
NORMAL TOP
OF FRAME
167.3
[6.58]
298.0
[11.73]
A WHEELBASE

| MODEL | A W/BASE | B |
|---|---|---|
| C/K 259 06 | 3302.0<br>[ 130.0 ] | 2241.1<br>[ 88.23 ] |
| C/K 259 36 | 3886.2<br>[ 153.0 ] | 2825.3<br>[ 111.23 ] |

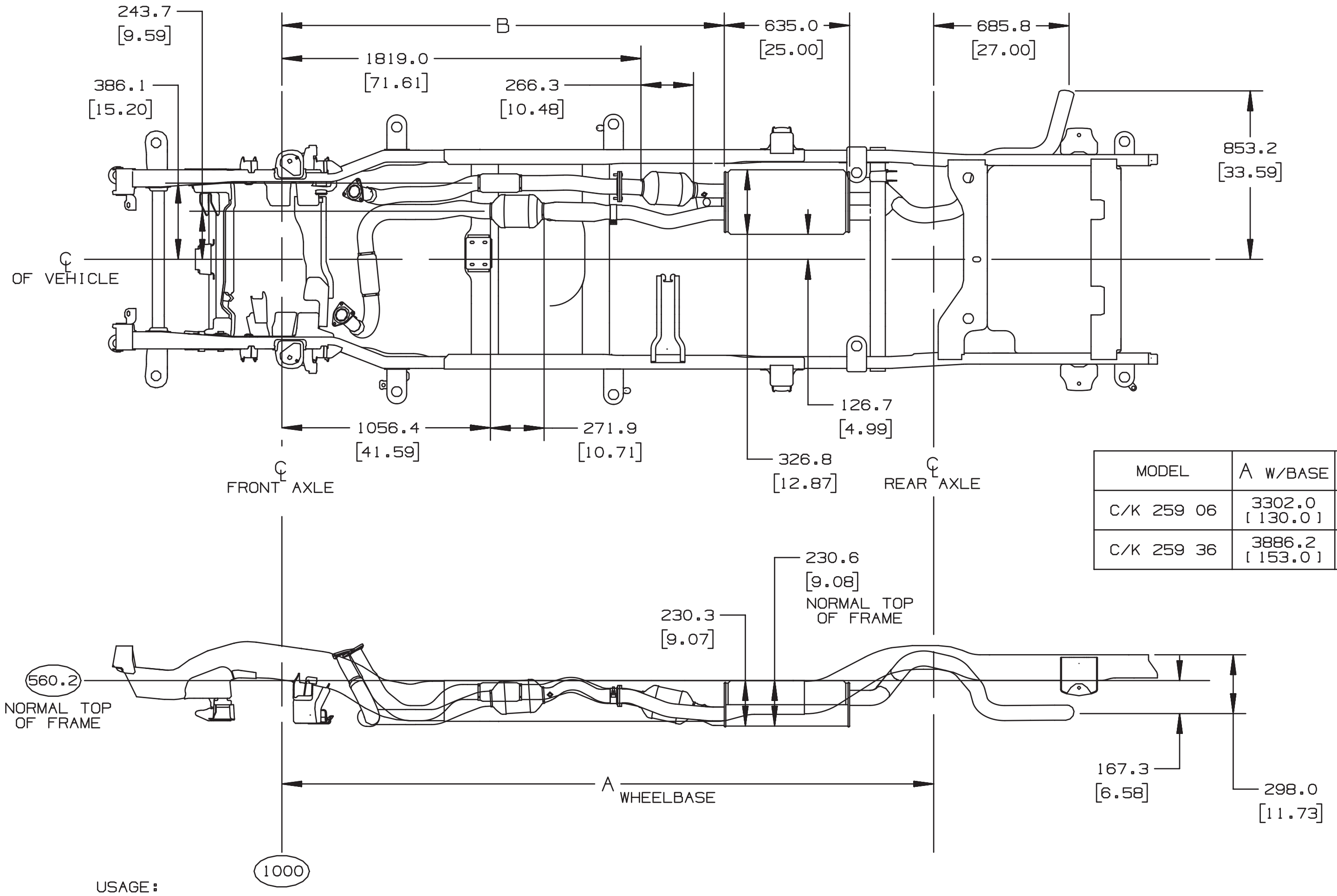
| PARTS SHOWN: | USAGE: | |
|---|---|---|
| FRAME ASM. | C 259 03 | |
| CONVERTER ASM. | CK200 00 | &LQ4/L18&NF2/NF4/NM2-HVY |
| MUFFLER ASM. | CK200 0636 | &L18&NF2/NF4 |

ENGINE OPTION: L18 SHOWN

[ ] = INCHES

**TD005984h**

## 8.1 L V8 Gas Engine, Utility, Option L18 (California)



243.7
[9.59]
B
635.0
[25.00]
685.8
[27.00]
1819.0
[71.61]
386.1
[15.20]
266.3
[10.48]
853.2
[33.59]
℄
OF VEHICLE
1056.4
[41.59]
271.9
[10.71]
126.7
[4.99]
326.8
[12.87]
℄
FRONT AXLE
℄
REAR AXLE
230.6
[9.08]
NORMAL TOP
OF FRAME
230.3
[9.07]
560.2
NORMAL TOP
OF FRAME
167.3
[6.58]
298.0
[11.73]
A
WHEELBASE
1000

| MODEL | A W/BASE | B |
|---|---|---|
| C/K 259 06 | 3302.0<br>[ 130.0 ] | 2241.1<br>[ 88.23 ] |
| C/K 259 36 | 3886.2<br>[ 153.0 ] | 2825.3<br>[ 111.23 ] |

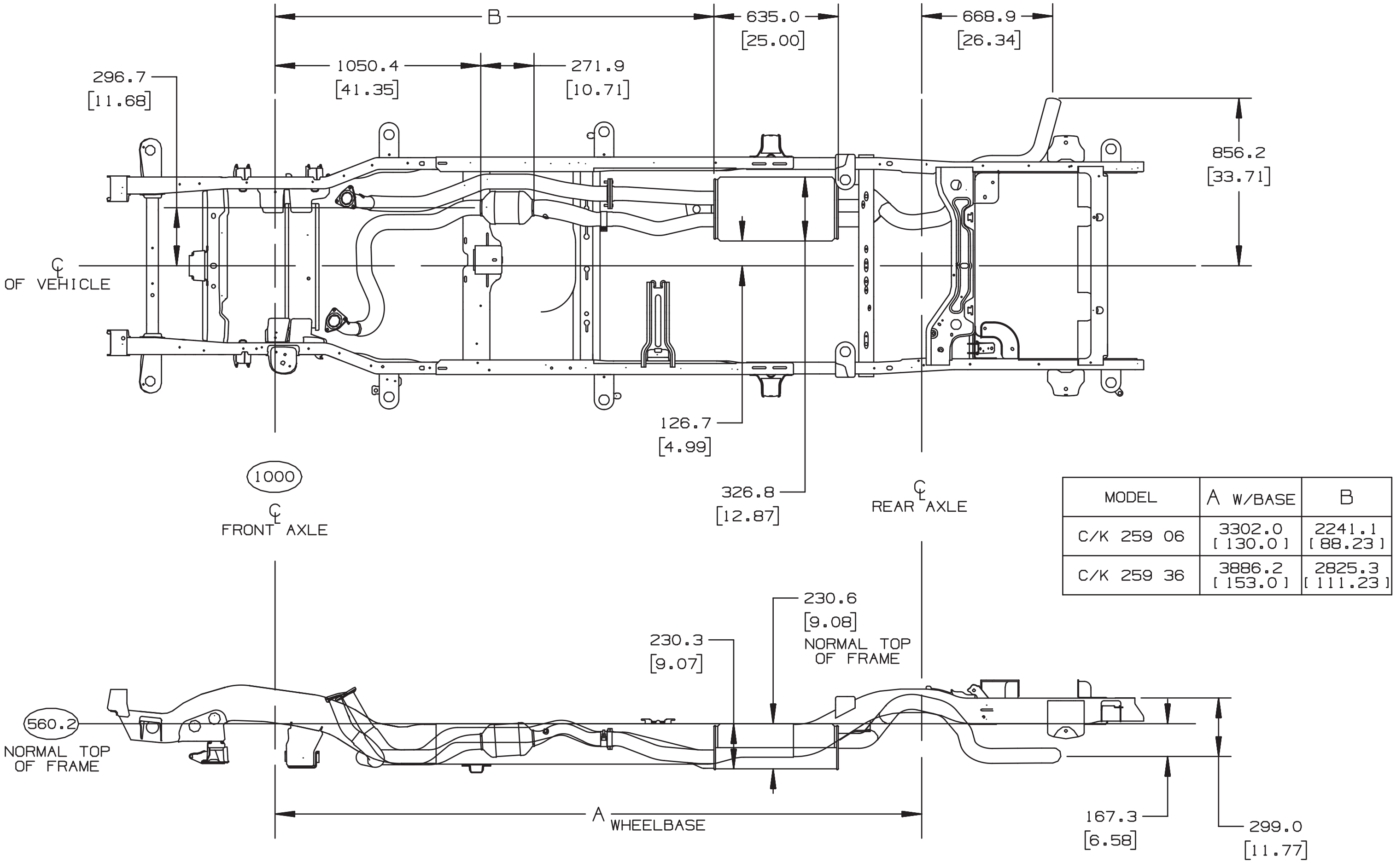
| PARTS SHOWN: | USAGE: | |
|---|---|---|
| FRAME ASM. | C 259 0636 | |
| CONVERTER ASM. | CK200 00 | &LQ4/L18&NC1-HVY |
| MUFFLER ASM. | CK200 0636 | &LQ4/L18&NC1 |

ENGINE OPTION: L18 SHOWN

[ ] = INCHES

TD005984f

## 8.1 L V8 Gas Engine, Utility, Option L18 (Export)


B
635.0
[25.00]
668.9
[26.34]
1050.4
[41.35]
271.9
[10.71]
296.7
[11.68]
856.2
[33.71]
℄ OF VEHICLE
126.7
[4.99]
1000
326.8
[12.87]
℄ FRONT AXLE
℄ REAR AXLE
230.6
[9.08]
NORMAL TOP OF FRAME
230.3
[9.07]
560.2
NORMAL TOP OF FRAME
A WHEELBASE
167.3
[6.58]
299.0
[11.77]

| MODEL | A W/BASE | B |
|---|---|---|
| C/K 259 06 | 3302.0<br>[ 130.0 ] | 2241.1<br>[ 88.23 ] |
| C/K 259 36 | 3886.2<br>[ 153.0 ] | 2825.3<br>[ 111.23 ] |

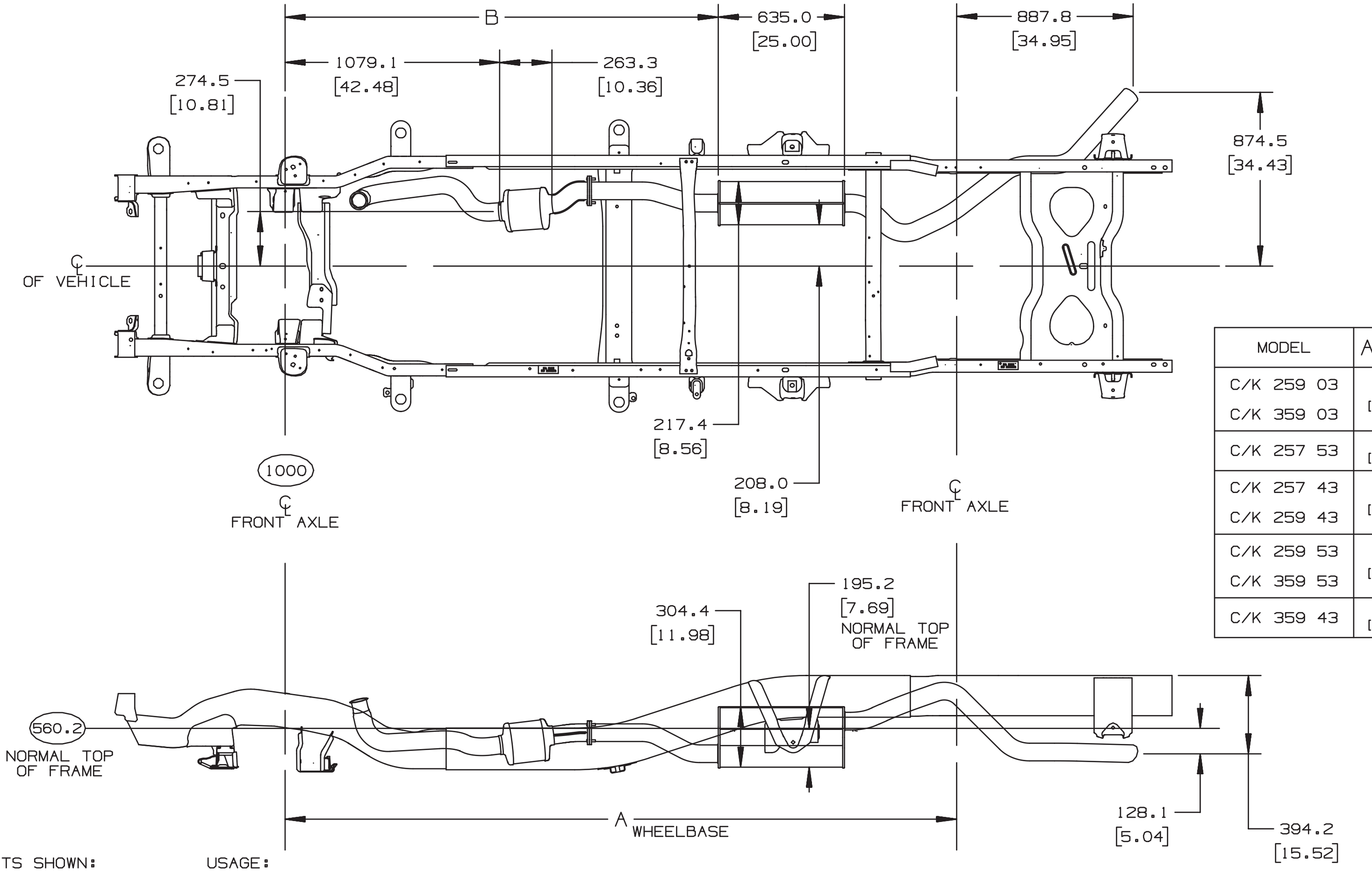
| PARTS SHOWN: | USAGE: | |
|---|---|---|
| FRAME ASM. | K259 0636 | |
| CONVERTER ASM. | CK200 00 | &LQ4/L18&NF2/NF4/NM2-HVY |
| MUFFLER ASM. | CK200 06 | &LQ4/L18&NM2 |

ENGINE OPTION: L18 SHOWN

[ ] = INCHES

TD005984g

## 6.6 L V8 Diesel Engine, Pickup, Option LB7


B
635.0
[25.00]
887.8
[34.95]
274.5
[10.81]
1079.1
[42.48]
263.3
[10.36]
874.5
[34.43]
℄ OF VEHICLE
217.4
[8.56]
208.0
[8.19]
1000
℄ FRONT AXLE
℄ FRONT AXLE
304.4
[11.98]
195.2
[7.69]
NORMAL TOP OF FRAME
560.2
NORMAL TOP OF FRAME
A WHEELBASE
128.1
[5.04]
394.2
[15.52]

| MODEL | A W/BASE | B |
|---|---|---|
| C/K 259 03<br>C/K 359 03 | 4378.2<br>[133.0] | 2178.9<br>[85.8] |
| C/K 257 53 | 4645.0<br>[143.5] | 2445.7<br>[96.3] |
| C/K 257 43<br>C/K 259 43 | 4886.2<br>[153.0] | 2686.9<br>[105.8] |
| C/K 259 53<br>C/K 359 53 | 5000.5<br>[157.5] | 2806.2<br>[110.5] |
| C/K 359 43 | 5241.8<br>[167.0] | 3042.5<br>[119.8] |

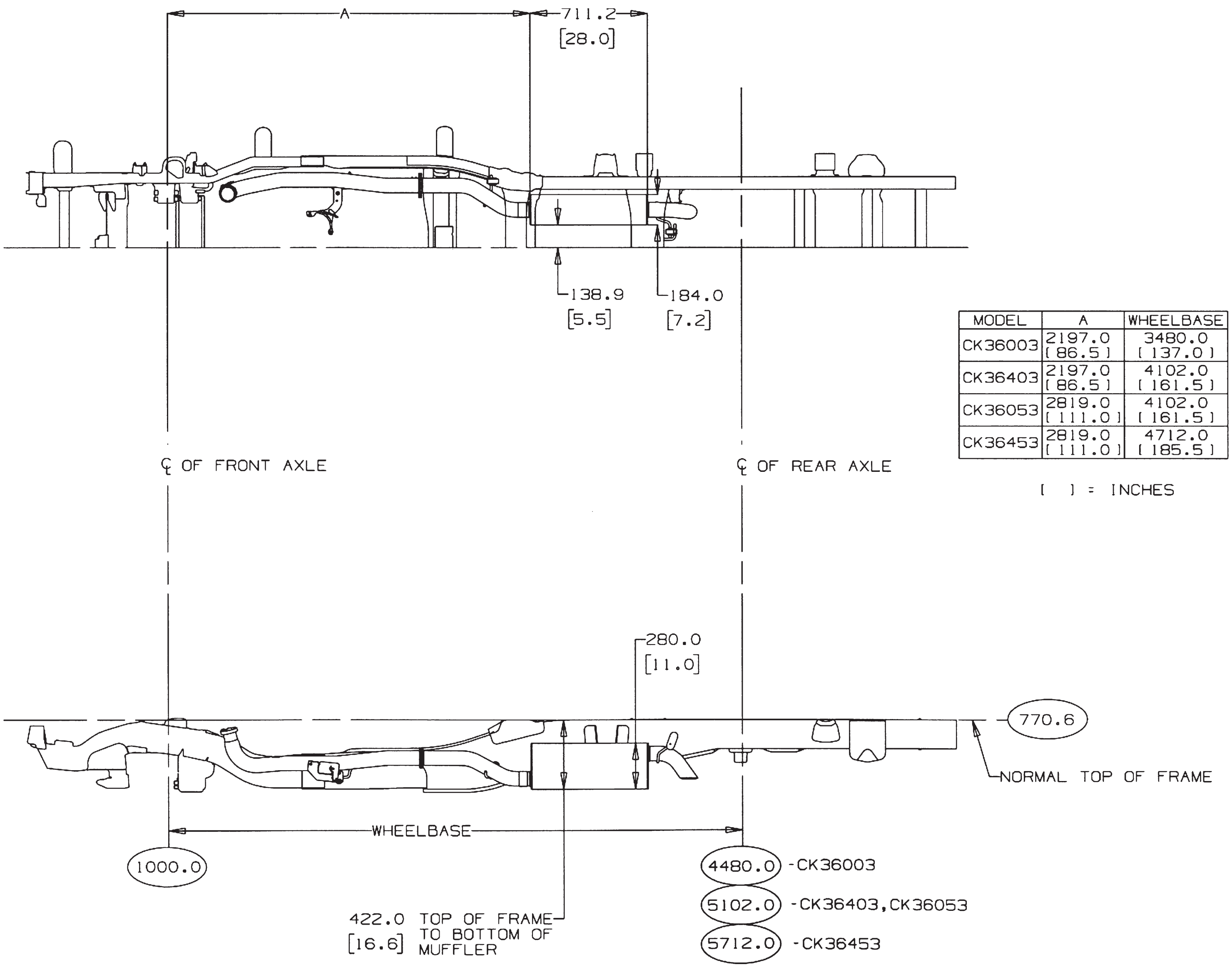
| PARTS SHOWN: | USAGE: | |
|---|---|---|
| FRAME ASM. | K259359 03 | |
| CONVERTER ASM. | CK200300 00 | &LB7&HVY&NC1/NF2 |
| MUFFLER ASM. | CK259359 03 | &LB7&HVY |

ENGINE OPTION: LB7 SHOWN

[ ] = INCHES

**TD005984j**

## 6.6 L V8 Diesel Engine, Chassis Cab, Option LB7

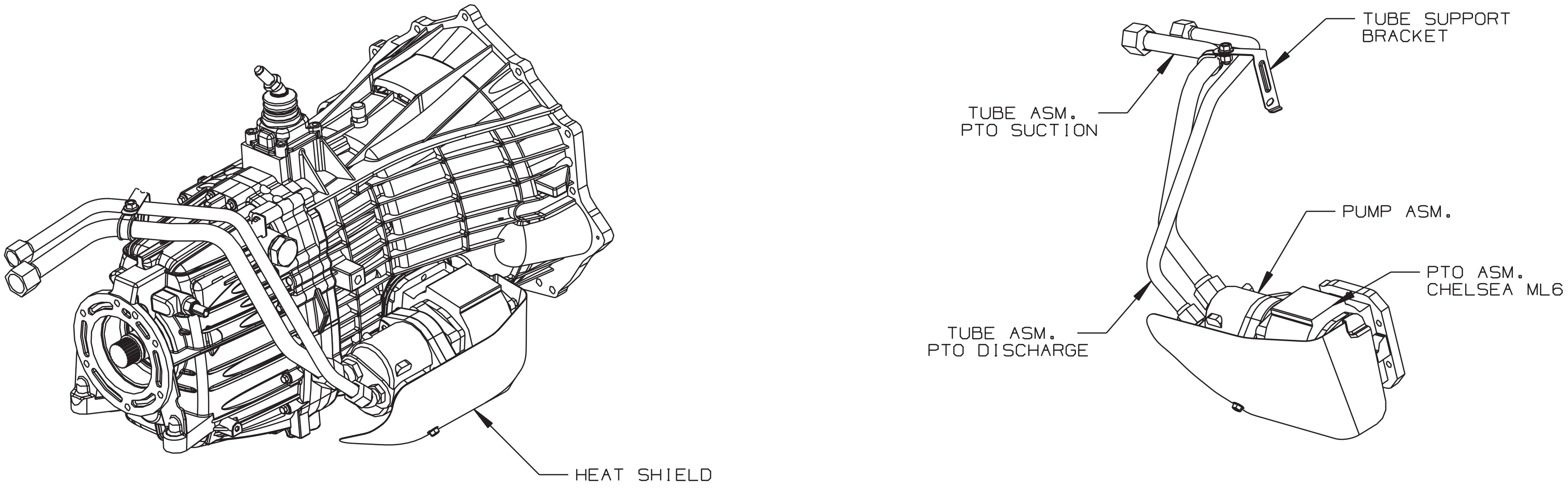

A
711.2
[28.0]
138.9
[5.5]
184.0
[7.2]
℄ OF FRONT AXLE
℄ OF REAR AXLE
280.0
[11.0]
770.6
NORMAL TOP OF FRAME
WHEELBASE
1000.0
4480.0 -CK36003
5102.0 -CK36403,CK36053
5712.0 -CK36453
422.0 TOP OF FRAME TO BOTTOM OF MUFFLER
[16.6]

| MODEL | A | WHEELBASE |
|---|---|---|
| CK36003 | 2197.0<br>[ 86.5 ] | 3480.0<br>[ 137.0 ] |
| CK36403 | 2197.0<br>[ 86.5 ] | 4102.0<br>[ 161.5 ] |
| CK36053 | 2819.0<br>[ 111.0 ] | 4102.0<br>[ 161.5 ] |
| CK36453 | 2819.0<br>[ 111.0 ] | 4712.0<br>[ 185.5 ] |

[ ] = INCHES

**CK36LBT**

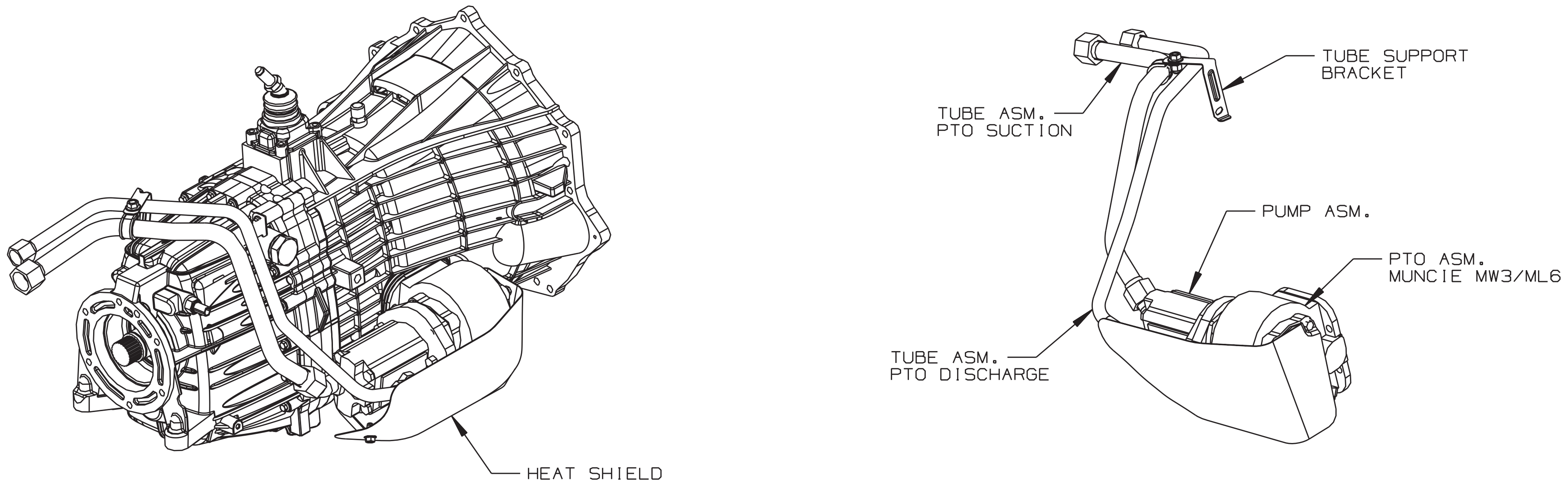
## C/K 36 Power Take Off (Chelsea) 6 Speed Manual Transmission


TUBE SUPPORT BRACKET
TUBE ASM. PTO SUCTION
PUMP ASM.
PTO ASM. CHELSEA ML6
TUBE ASM. PTO DISCHARGE
HEAT SHIELD

CHELSEA POWER TAKE OFF
PACKAGE FOR ML6 6-SPEED
MANUAL TRANSMISSION

TD005758a

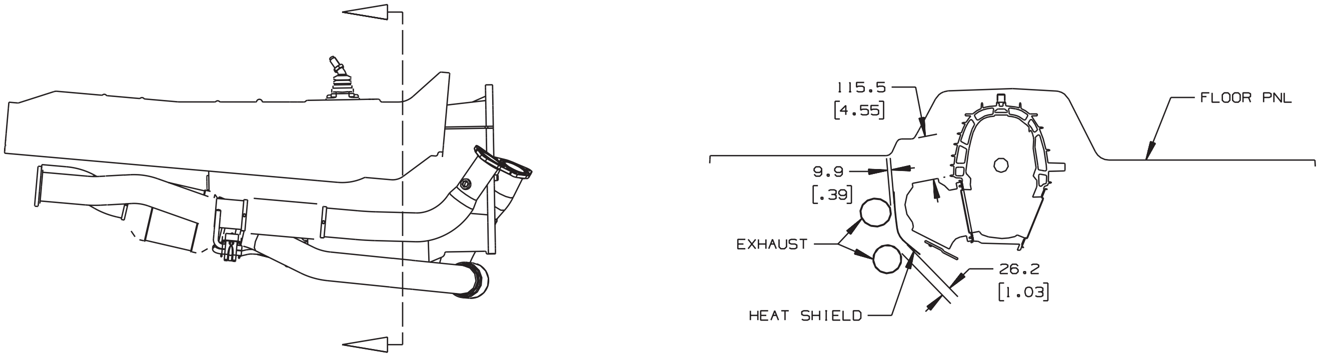
## C/K 36 Power Take Off (Muncie) 6 Speed Manual Transmission


TUBE SUPPORT BRACKET
TUBE ASM. PTO SUCTION
PUMP ASM.
PTO ASM. MUNCIE MW3/ML6
TUBE ASM. PTO DISCHARGE
HEAT SHIELD

MUNCIE POWER TAKE
OFF PACKAGE FOR ML6
6-SPEED MANUAL TRANSMISSION

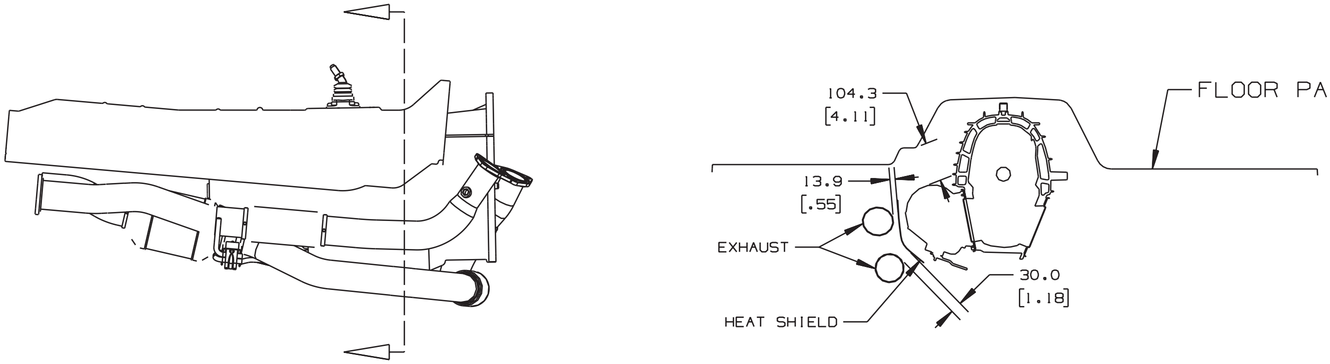
**TD005759a**

## C/K 36 Power Take Off Manual Transmission


115.5
[4.55]
FLOOR PNL
9.9
[.39]
EXHAUST
26.2
[1.03]
HEAT SHIELD

CHELSEA P.T.O. MOUNTED TO
ML6 MANUAL TRANSMISSION

[ ]= INCHES

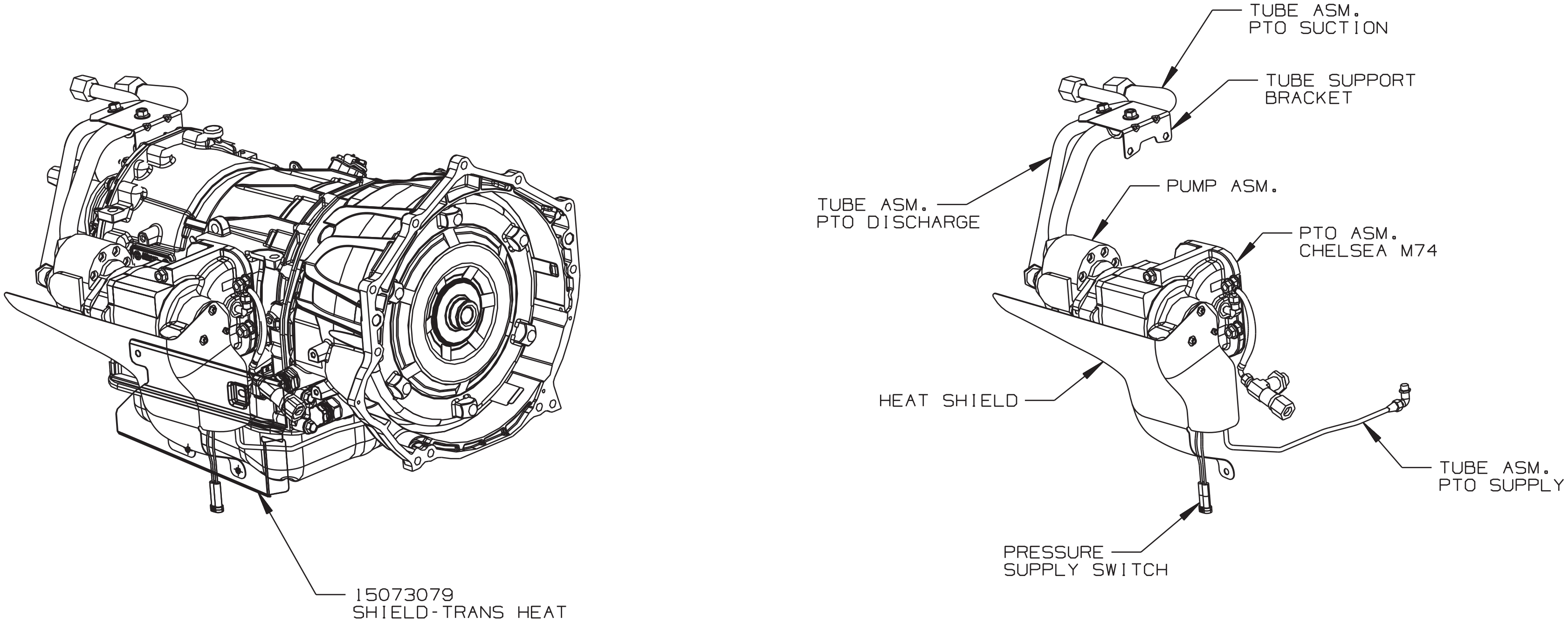

104.3
[4.11]
FLOOR PAN
13.9
[.55]
EXHAUST
30.0
[1.18]
HEAT SHIELD

MUNCIE P.T.O. MOUNTED TO
ML6 MANUAL TRANSMISSION

[ ]= INCHES

**TD005758/59B**

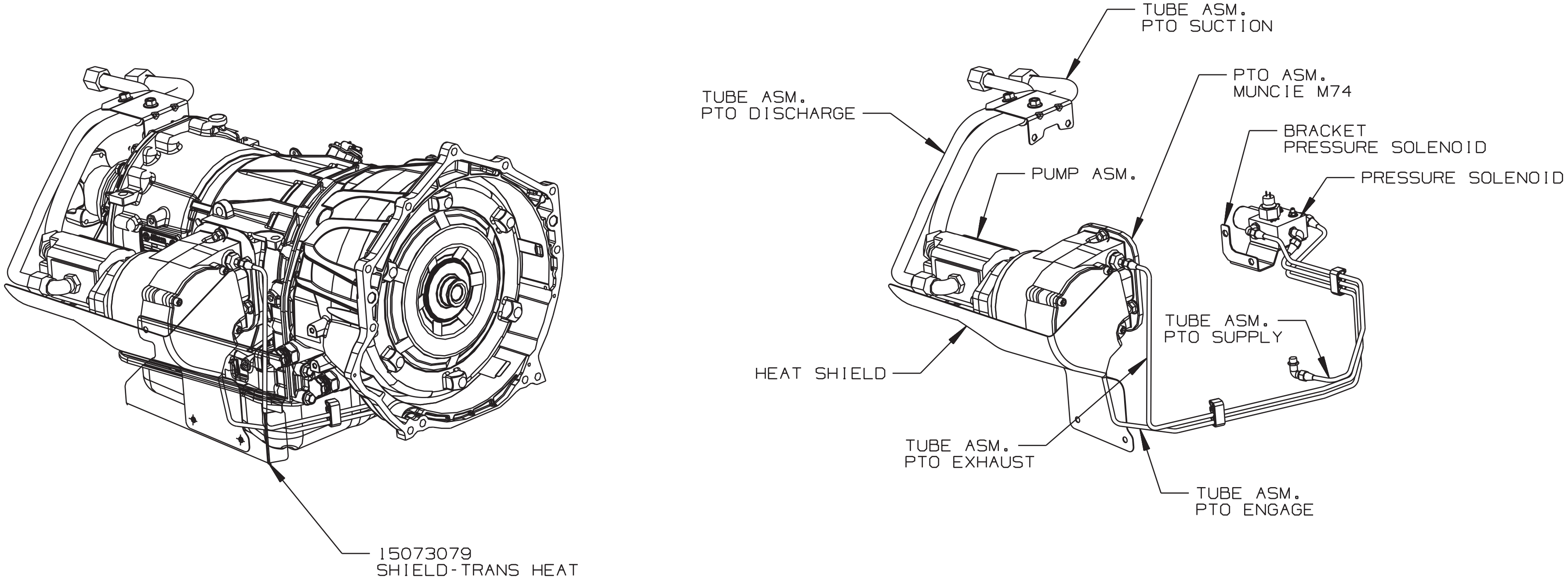
## C/K 36 Power Take Off (Chelsea) 5 Speed Auto Transmission


TUBE ASM.
PTO SUCTION
TUBE SUPPORT
BRACKET
PUMP ASM.
TUBE ASM.
PTO DISCHARGE
PTO ASM.
CHELSEA M74
HEAT SHIELD
TUBE ASM.
PTO SUPPLY
PRESSURE
SUPPLY SWITCH
15073079
SHIELD-TRANS HEAT

CHELSEA POWER TAKE OFF PACKAGE
FOR M74 AUTOMATIC TRANSMISSION

**TD005760a**

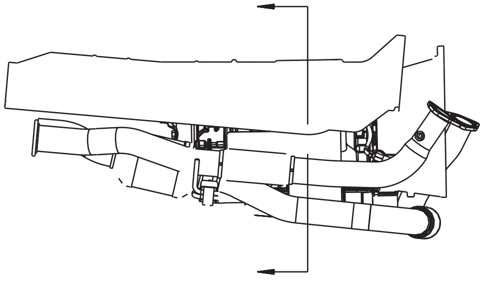
## C/K 36 Power Take Off (Muncie) 5 Speed Auto Transmission

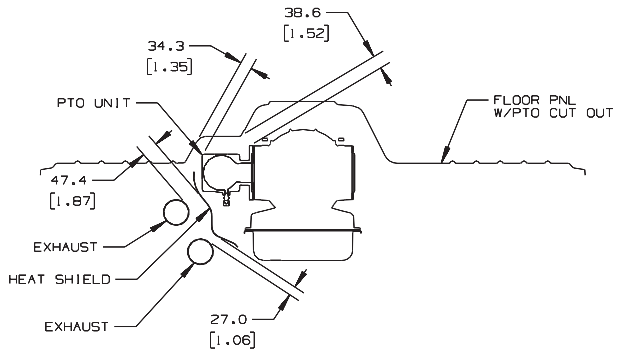

TUBE ASM.
PTO SUCTION
PTO ASM.
MUNCIE M74
TUBE ASM.
PTO DISCHARGE
BRACKET
PRESSURE SOLENOID
PUMP ASM.
PRESSURE SOLENOID
TUBE ASM.
PTO SUPPLY
HEAT SHIELD
TUBE ASM.
PTO EXHAUST
TUBE ASM.
PTO ENGAGE
15073079
SHIELD-TRANS HEAT

MUNCIE POWER TAKE OFF PACKAGE
FOR M74 AUTOMATIC TRANSMISSION

**TD005761a**

## C/K 36 Power Take Off Automatic Transmission




38.6
[1.52]
34.3
[1.35]
PTO UNIT
FLOOR PNL
W/PTO CUT OUT
47.4
[1.87]
EXHAUST
HEAT SHIELD
EXHAUST
27.0
[1.06]

CHELSEA P.T.O. MOUNTED TO
M74 AUTOMATIC TRANSMISSION

C/K 36 POWER TAKE OFF (CHELSEA)
AUTO TRANSMISSION

[ ]: INCHES

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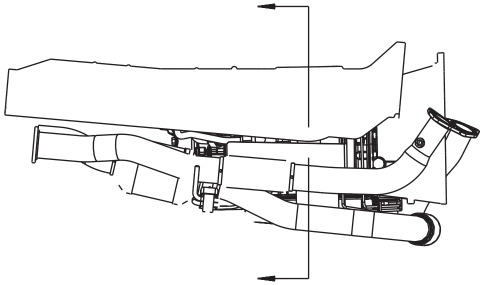
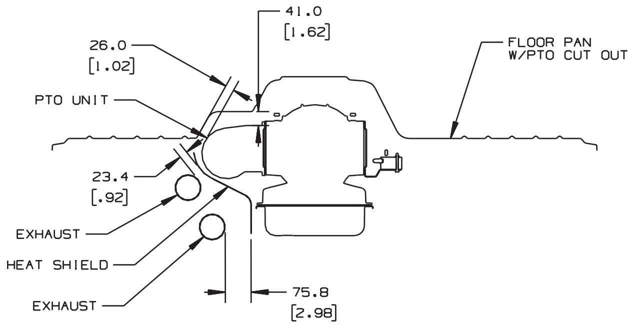



41.0
[1.62]
26.0
[1.02]
FLOOR PAN
W/PTO CUT OUT
PTO UNIT
23.4
[.92]
EXHAUST
HEAT SHIELD
EXHAUST
75.8
[2.98]

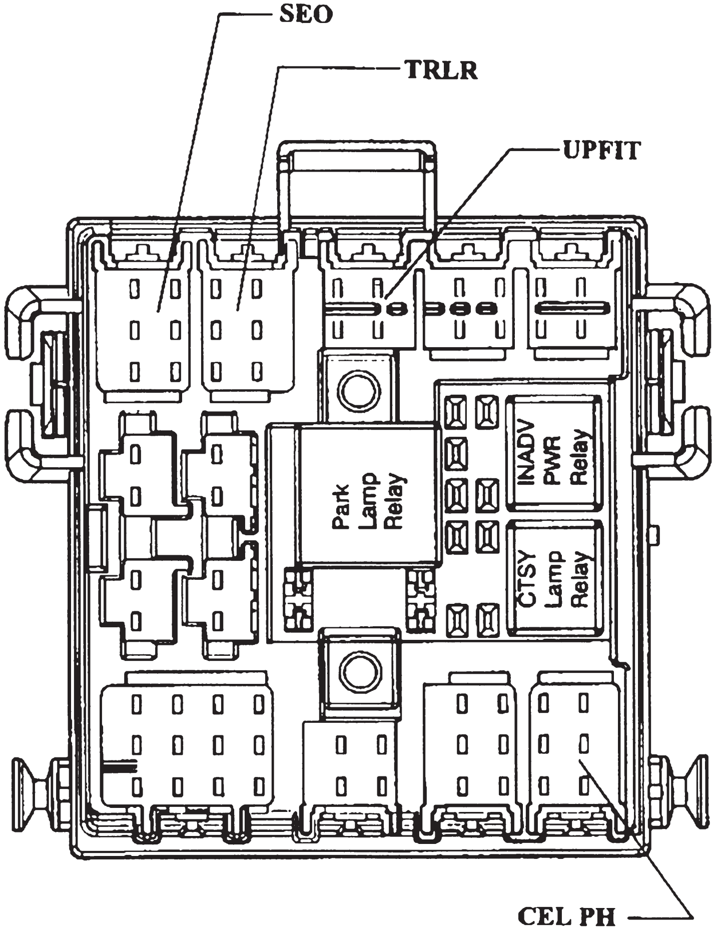
MUNCIE P.T.O. MOUNTED TO
M74 AUTOMATIC TRANSMISSION

C/K 36 POWER TAKE OFF (MUNCIE)
AUTO TRANSMISSION

GMT 800

**TD005760/61B**

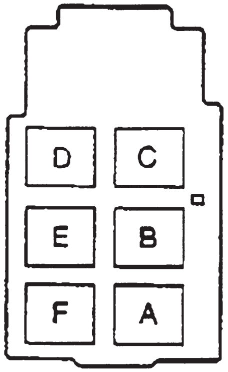
## Mid Bussed Electrical Center (MBEC)



The Mid Bussed Electrical Center (MBEC) is located underneath the instrument panel to the left of the steering column. The MBEC provides access to a number of circuits that upfitters use. These circuits include: Battery, Ground, Ignition, Park Lamp, Speed Signal, etc. The connectors shown above may be used to obtain these feeds provided that they are not used for other purposes (i.e., RPO's, SEO's Trailer Tow, etc.). Please refer to the Circuit Function Charts of these connectors for the circuits, connector part numbers and related information.

## MBEC

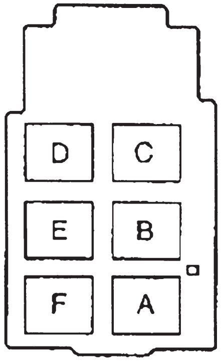
SEO Connector



**Mating Part: 12193930 Color: Black**

| Cavity | Wire Color | Circuit No. | Function |
|---|---|---|---|
| A | ORN | 2340 | Hot at all times |
| B | --- | --- | Not used |
| C | BLK | 2550 | Ground |
| D | YEL | 243 | Hot in Accessory or Run |
| E | PNK | 739 | Hot in Run or Start |
| F | ORN | 2240 | Hot at all times |

TRLR Connector



**Mating Part: 12193924 Color: Brown**

| Cavity | Wire Color | Circuit No. | Function |
|---|---|---|---|
| A | BLU LT | 1620 | Trailer Brake Switch Feed |
| B | RED | 142 | Hot at all times 1) |
| C | BLU DK | 47 | Trailer Brake Feed 2) |
| D | BRN | 2409 | Interior Park Lamp Feed |
| E | --- | --- | Not used |
| F | BLK | 1850 | Ground |

## MBEC

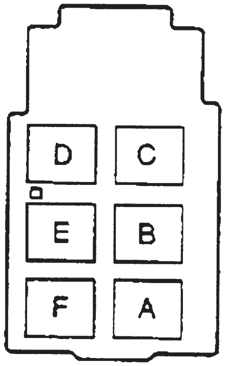
### *Upfit Connector*

Connector face not available at time of printing

**Mating Part: 12194033 Color: Cream**

| Cavity | Wire Color | Circuit No. | Function |
|---|---|---|---|
| A | WHT | 156 | Courtesy Lamp Output |
| B | --- | --- | Not used |
| C | DK GRN w/WHT | 817 | Vehicle Speed Signal* |
| D | ORN | 2240 | Hot at all times |

### *Cel PH Connector*



**Mating Part: 12193928 Color: Gray**

| Cavity | Wire Color | Circuit No. | Function |
|---|---|---|---|
| A | ORN | 2240 | Hot at all times |
| B | DK GRN | 835 | Diagnostic Signal (E&C) |
| C | YEL | 243 | Hot in Accessory or Run |
| D | ORN | 1044 | Serial Data Link |
| E | PNK | 739 | Hot in Run or Start |
| F | BLK | 1850 | Ground |